

ENVIRONMENT CAPITAL SCRUTINY COMMITTEE

THURSDAY 22 MARCH 2012

7.00 PM

Bourges/Viersen Room - Town Hall

AGENDA

Page No

1. **Apologies for Absence**
2. **Declarations of Interest and Whipping Declarations**

At this point Members must declare whether they have an interest, whether personal or prejudicial, in any of the items on the agenda. Members must also declare if they are subject to their party group whip in relation to any items under consideration.
3. **Minutes of Meeting Held on 19 January 2012** 1 - 8
4. **Call In of any Cabinet, Cabinet Member or Key Officer Decisions**

The decision notice for each decision will bear the date on which it is published and will specify that the decision may then be implemented on the expiry of 3 working days after the publication of the decision (not including the date of publication), unless a request for call-in of the decision is received from any two Members of a Scrutiny Committee or Scrutiny Commission. If a request for call-in of a decision is received, implementation of the decision remains suspended for consideration by the relevant Scrutiny Committee or Commission.
5. **The Delivery of Renewable Energy** 9 - 12
6. **Trees and Woodlands Strategy** 13 - 116
7. **Highway Maintenance Plan** 117 - 178
8. **Forward Plan of Key Decisions** 179 - 194



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Paulina Ford on 01733 452284 as soon as possible.

Committee Members:

Councillors: D Day (Chairman), N Arculus (Vice Chairman), N North, B Rush, J Peach, J A Fox and N Sandford

Substitutes: Councillors: G Casey, C Ash and A Shaheed

Further information about this meeting can be obtained from Paulina Ford on telephone 01733 452284 or by email – paulina.ford@peterborough.gov.uk

Emergency Evacuation Procedure – Outside Normal Office Hours

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**MINUTES OF A MEETING OF THE ENVIRONMENT CAPITAL SCRUTINY COMMITTEE
HELD AT THE BOURGES/VIERSEN ROOM - TOWN HALL
ON 19 JANUARY 2012**

Present: Councillors D Day (Chairman), N Arculus, J Peach, N North, B Rush,
JA Fox and N Sandford

Also Present: Councillor M Lee, Deputy Leader and Cabinet Member for Culture,
Recreation and Strategic Commissioning

Officers Present: Paul Phillipson, Executive Director for Operations
Adrian Chapman, Head of Neighbourhood Services
Peter Gell, Strategic Regulatory Services Manager
Andy Tatt, Network Management Group Manager
Mark Speed, Transport and Infrastructure Planning Manager
Paulina Ford, Senior Governance Officer, Scrutiny
Dania Castagliuolo, Governance Officer
Israr Ahmed, Lawyer

1. Apologies for Absence

No apologies for absence were received.

2. Declarations of Interest and Whipping Declarations

There were no declarations of interest.

3. Minutes of the Meeting held on 8 September 2011 and 3 November 2011

The minutes of the meeting held on 8 September 2011 were approved as an accurate record.

The Senior Governance Officer informed the Committee that following Councillor North's query regarding the minutes from the 8 September 2011 meeting she had checked the notes taken and question regarding when the Environment Capital status would be achieved and when it was achieved what it would look like had been covered in the minutes.

The minutes of the meeting held on 3 November 2011 were approved as an accurate record.

4. Call In of any Cabinet, Cabinet Member or Key Officer Decisions

There were no requests for call-in to consider.

5. 2012/13 Local Transport Plan Capital Programme of Works (CPW)

The report had been brought before the Committee to seek views on the draft Local Transport Plan Capital Programme 2012/13 and highways maintenance revenue schemes, prior to its consideration by the Cabinet Member for Housing, Neighbourhoods and Planning. The report included the following information:

- 2012/13 Integrated Transport Capital Programme
- 2012/13 Highways Capital and Revenue Maintenance Programme
- 2012/13 Street Lighting Capital Maintenance Programme

- 2012/13 Bridge Capital Maintenance Programme

The Transport Planning Manager advised the Committee that the CPW had input from various areas:

- Local Transport Plan
- Neighbourhood Council Allocation
- Project requests
- Schemes identified through monitoring regime
- Strategic Importance in the Growth Strategy
- Asset management Plan

Methodologies were used in order to determine which schemes were prioritised for each area.

Questions and observations were raised around the following areas:

- What is a footway slurry seal? *It was a surface treatment that was put on footways over the existing black surface and therefore extended the life of the asset. This was done instead of having to remove the existing surface. It was the equivalent to the micro asphalt surface that was put on carriageways.*
- What does a footway slab replacement mean? *Slabs are taken up and replaced with a black surface. The slabs are then recycled and used within the sub-base construction of the new footway.*
- Members felt that residents would prefer to have slabs replaced with slabs within conservation areas so that the footway looked the same. *Small localised areas and conservations areas were replaced with like for like slabs. For longer sections of works it was more cost effective to replace the section with the black surface coupled with the reduction in insurance claims for trips and falls on slabbed footways.*
- Does the council have a significant amount of natural slabs rather than the artificial ones and what was the difference in cost? *There were less natural slabs and they tended to be in the old imperial sizes. It had been much more cost effective to replace slabs with black surface. The cost of replacing slabs was £25 per square meter and much more labour intensive which meant it cost 20% to 30% more than using black surface.*
- Members felt it was important to keep conservation areas in keeping with the natural area.
- The report had stated that under Innovative Travel there would be a contribution to a regional project to introduce charging points for electrical vehicles. How many charging points will there be and where will they be placed. *It was a regional scheme and the council were working with partners to assess where and how many would be needed. It was a match funded scheme and the Government were pushing to get electric vehicles in use. There were some charging points already in place but had not been connected up yet. The Officer was unable to give specific details at this point. It would be a staged implementation over the next five years and as the points became live the use of them would be monitored.*
- Street lighting capital maintenance programme. A number of street lighting replacement schemes were in conservation areas. Had the council considered looking at replacing the street lighting with ones that were more in keeping with the age of the column and the conservations area. *Members were advised that they were working within a budget and the cast iron style columns were much more expensive than the steel columns. Conservations areas would be looked at very carefully. Black street furniture would be used in village conservation areas and the core city centre to ensure continuity. (note: excluding the public realm cathedral square area where street furniture has a stainless finish)*
- When looking at an area like Park Crescent could you look at replacing the street lighting with a type of designer street lighting in keeping with the area. *If there was a building*

within the area of a certain age and character that could be taken into account but it would be difficult within the budget to consider replacing a whole road. The Officer noted the point made and it would be considered.

- *How genuine was the urgency of the five year column replacement programme. Members were informed that the issue was very serious. The columns had been put in by the Development Corporation and were now beyond their shelf life. Surveys were being conducted to assess which columns needed replacing first and then they would be replaced on a street by street basis in order of priority.*
- *Are the street light adaptation programme and the street column replacement programme being done together? The two projects in conjunction with the Energy Efficiency Invest to Save Programme were being planned and co-ordinated through the Transport Planning Managers team.*
- *Where was the funding coming from for the water taxi infrastructure? No public money would be put towards the scheme. It would come from the section 106 planning conditions. If external funding was not found then the scheme would not go ahead.*
- *How will you spend the £100k on the Public Realm Scheme at Crescent Bridge? It would be spent on and around the subway in particular the landscaping to open up the whole area and help prevent anti social behaviour. This would help increase the footfall from the station into Cowgate and the city centre.*
- *Members had noted that the land owned by National Rail along the route to the Station was not being maintained and was covered with litter. Members were advised that the authority were seeking an agreement with Network Rail for the council to clean the area up. The area had since been targeted and once a month a group from probation services had been to clean the area. The site was being considered for a redesign as part of the public realm landscaping works and gateway approach to the city.*
- *Why was £20K being spent on dual carriageway drainage improvements at the Stanground Bypass when the bypass had not been adopted? The drainage work was being done as the original work had not been up to standard and additional work had been required. The adoption of the road was an issue and the council were working with the developers to ensure the road was brought up to standard for adoption.*
- *What was the £700K being spent on at Junction 5 Boongate capacity and safety improvement. There had been an issue with tailbacks at the Junction onto the parkway and a scheme was being put in place to address this. The scheme was still undergoing design.*
- *Members commented that more emphasis should be placed on public transport schemes in line with the Environment Capital Aspirations.*
- *There had been significant concern from Members with regard to the timing of the bus station improvements which had taken place during the winter months. Members were advised that the work that had been carried out had been more significant than had been expected. The Transport Planning Manager would contact the Project Manager to provide more information to Members.*
- *The original Local Transport Plan had stated that the Christmas Park and Ride would be extended over a longer period. The current budget proposals state that the Park and Ride scheme which costs £34K per annum was to be scrapped but a Water Taxi park and ride scheme was to be put in place in the future costing £600K. What was the rationale behind this? The Local Transport Plan had a caveat that stated it would not necessarily continue with a Christmas Park and Ride Scheme. The Christmas Park and Ride Scheme had not been well used and therefore the decision had been made not to continue with it. The scheme had cost the council £34K and in addition to that there had been a loss of income from car parks of £11K. The Director of Operations informed Members that the council had tried putting in place a small charge for park and ride to try and cover costs but it had the worst take up that there had been. Currently Peterborough had been able to sustain the volume of traffic coming into the city within the current car parks but long term as the city grew there would need to be consideration for a permanent park and ride scheme. This was being monitored.*

- Members commented that by using buses there would be a reduction of carbon output and that officers should look into this. *The Officer advised that this would be done when considering a park and ride scheme.*
- How do you set the criteria for highway and footpath resurfacing? Do you survey the roads or do you wait for someone to report a problem. *A robust mechanism of scanner surveys and visual inspections were completed.*
- How will you involve Neighbourhood Committees in the Capital Programme for highways improvements? *Last year and the year before all the Neighbourhood Committees had an opportunity to see the Capital Programme and putting forward schemes. The Development Capital Work Programme included Neighbourhood Committee allocations and project requests. Officers were working closely with the Neighbourhood Committees and this would continue.*

RECOMMENDATION

The Committee noted the report and recommended to the Executive Director of Operations that:

1. Special consideration should be given when replacing street lighting in conservation areas to ensure it was in keeping with the area.
2. Consideration should be given when removing natural flag stones from footways and that every effort is made to replace them with natural flag stones in keeping with the area.

ACTION AGREED

The Committee requested that a report be brought back to the Committee at a future date on plans for Strategic Park and Ride sites when more substantial plans had been prepared.

6. Environmental Enforcement Performance

The report provided the Committee with an overview of regulatory performance in the field of Environmental Enforcement. In March 2011 Regulatory Services had been integrated into the Neighbourhoods Team allowing stronger engagement with communities providing increasingly aligned services to local community needs and priorities. A presentation highlighted areas where Regulatory Services had been proactive in improving regulatory outcomes. These included:

- Fly tipping
- Accumulations
- Business Waste
- Fly posting
- Littering
- Graffiti
- Dog Fouling
- Abandoned vehicles
- Road side sales of cars

Questions and observations were raised around the following areas:

- The budget proposals state that there will be a reduction in Enforcement Officers from seven to four, two of which will be based solely in the City Centre. *The Head of Neighbourhood Services informed members that there was a consultation being undertaken with staff with regard to a restructure in the Neighbourhoods team and there was a proposal to move Enforcement Officers into the city centre where there was more activity. The Enforcement Officers through the consultation had been given the opportunity to come forward with ideas of ways of achieving the financial savings but*

retaining the level of commitment. For example they had looked at heightening their enforcement activity to bring in more revenue and using a company called X4 a private sector business that mainly focused on littering offences.

- *What will be the amount saved from cutting the numbers of Enforcement Officers from seven to four. This would form part of a bigger package but it would be the region of £90K.*
- *How will it be decided which of the seven would lose their jobs. The Head of Neighbourhood Services was optimistic that jobs would be found for all of them but could not guarantee this.*
- *How will it be decided who will work in the city centre? Volunteers would be asked for first and then there would be a selection process.*
- *Could money be taken from the Citizens Power Programme and used towards the Enforcement team. Members were advised that there would be no any further investment in the Citizens Power Programme and therefore this would not be possible.*
- *Members commented that the Enforcement Officers did an excellent job and neighbourhoods relied on the service that the Enforcement Officers provided and would not like to see the service diminish.*
- *The report states that there had been 129 warning letters sent out for fly tipping but there had only been 7 prosecutions. Why had there not been more prosecutions when you know who the people are. It had been very difficult to identify the culprits. Cases were looked at on an individual basis. Householders sometimes paid people to dispose of their household items in the belief that they were legitimately licensed businesses but were not. Unknown to the householder the items would then be fly tipped. The fly tipped items would then be traced back to the householder who had no idea of what had happened and had been under the impression that it had been disposed off correctly.*
- *A Member felt that as the majority of people did not reside in the City Centre the proposed change in policy to concentrate enforcement around the City Centre was not appropriate. The Head of Neighbourhood Services was encouraged by the support of Members for the Enforcement Officers and would take note of that during the consultation. He confirmed that the officers were actively involved in finding solutions and ways of saving money. It had been proven that by making a city centre attractive and safe it encouraged economic growth and would have a positive effect on the city overall. The type of crime within the city centre was more simplistic and had mainly been littering. There had been discussions with the company X4 to negotiate a contract for them to come back and provide enforcement officers within the city centre. If this proved to be a viable contract for X4 then it may be possible to provide enforcement officers to neighbourhoods to solve more complex problems and X4 in the city centre.*
- *Members commented that many litter bins on lamp posts had disappeared but Enterprise have advised that there was not enough money in the budget to replace them. Members were informed that litter bins had become a bit of a grey area between Enterprise and the council and a meeting had been scheduled between Enterprise and the council to discuss the issue and resolve who would be responsible for replacing the bins. The Head of Neighbourhood Services would report back to the Committee with the outcome of the meeting.*
- *Members wanted to know why the council were no longer using the CCTV pictures of people who dropped litter to name and shame them. When used in the past this had proved successful. The Head of Neighbourhood Services would look into why they were not being used and come back to the Committee.*
- *Could the council look into getting some kind of civil recovery for those people littering. Fixed penalty notices were issued and if they were not paid they could be taken to court.*
- *Can you explain what is happening with abandoned vehicles? Previously the complete process relating to abandoned vehicles was provided by City Services. When Enterprise took over it was established that they could not legally do part of the service as they were not the local authority. Enterprise still provides the service to extract the vehicles and the council officers did the investigating regarding the ownership of the vehicles.*

- Councillor Sandford wished it recorded that he did not support the proposal to reduce the number of Environmental Enforcement Officers from seven to four and did not support the proposal to place two of the four remaining officers in the City Centre. He felt that this would reduce the important service previously provided to the neighbourhoods.

ACTIONS

The Committee noted the report and supported the work of the Environmental Enforcement Team.

The Committee requested that the Head of Neighbourhood Services:

1. Report back to the Committee with the outcome of the meeting between Enterprise and the council regarding the responsibility of replacement litter bins.
2. Report back to the Committee on why the name and shame campaign where CCTV pictures of people dropping litter was published on the council website was no longer being used.

7. Parking on Grass Verges

The report informed the Committee on the work being undertaken to assess and tackle verge parking concerns across the city. Various hot spots had been identified across the city which would be dealt with in a holistic and affordable approach. There were now nine officers in post and a CCTV car tackling the issue. Funding would be key to any scheme proposed. Existing highway funds were limited and would need to be supplemented by Neighbourhood Committee funds if considered to be a neighbourhood priority and with Member Community Leadership funding where ward Councillors wished to support a scheme in their ward. Where advantageous to do so and funds were available, schemes to address verge parking problems would be aligned with planned highway improvements in order to reduce scheme costs.

Site specific measures to address the problem that could be considered and used in the highway included:

- Installation of Grass-crete (porous concrete sections which facilitates grass to grow through) which allows parking on verges without the resultant damage.
- Hardening of verge area by tarmac.
- Planting of suitable trees to act as a physical obstruction.
- Planting of suitable low growth shrubs to act as a physical obstruction.
- Introduction of Traffic Regulation Orders (TRO`s) whereby no waiting at any time (double yellow lines) could be installed which not only cover the road but to the highway boundary which included adjacent verges and footways.
- Installation of suitable bollards or other street furniture which when positioned sensitively can act as a physical obstruction.

Questions and observations were raised around the following areas:

- Members thanked the officers for all the hard work that had been done to try and resolve the verge parking issues and endorsed the approaches being taken.
- Officers advised Members that there would be a rolling programme in place to address the verge parking problems and that the worst areas would be addressed as a priority. It was envisaged that in twelve months time there would be some noticeable progress.
- Members commented that green areas across the city should be taken into consideration when looking to concrete areas and should note areas that may flood. Cheaper alternatives like planting trees and shrubs should also be considered. *Members were informed that site specific needs would have to be taken into consideration and there*

would be a need to be realistic with funding. The aim would be to enhance the look and feel of the locality.

- Members suggested that the officers look at using Capital Funding as it could be used for a strategic approach to tree planting. Members were informed that all avenues of funding would be explored.
- How do you deal with areas of housing that do not have enough parking spaces provided? A particular area of concern was Ploverly. *Members were informed that the authority was working closely with the Housing Associations to try and resolve this issue. It may mean some capital investment for extra parking spaces.*
- Would we be wasting capital investment if enforcement was never going to happen? *Not all of the solutions being put in place would involved a traffic regulation that would end in enforcement. A number of avenues were being pursued to increase the capacity of the existing resources.*
- Residents were very concerned about the issue of verge parking. Could we save resources if we set up a hotline or email address so that neighbours could report people? *There was an email address already in place where people could report any incidents.*
- Members suggested that the email address should be advertised more and especially at Neighbourhood Committee meetings.

The Chair thanked the officers in attendance for an excellent report.

ACTIONS

1. The Committee noted the report and endorsed and supported the approaches being taken to address verge parking.
2. The Committee requested that the officers look at ways of advertising more actively the email address where people could report verge parking.

8. Forward Plan of Key Decisions

The latest version of the Forward Plan, showing details of the key decisions that the Leader of the Council believed the Cabinet or individual Cabinet Members would be making over the next four months, was received.

ACTION AGREED

The Committee noted the Forward Plan.

9. Work Programme

Members considered the Committee's Work Programme for 2010/11 and discussed possible items for inclusion.

ACTION AGREED

To confirm the work programme for 2010/11 and the Scrutiny Officer to include any additional items as requested during the meeting.

10. Date of the Next Meeting

22 March 2012

CHAIRMAN
7.00 - 9.31 pm

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ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 5
22 MARCH 2012	Public Report

Report of the Executive Director - Strategic Resources

Report Author - John Harrison, Executive Director – Strategic Resources
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Email: john.harrison@peterborough.gov.uk

THE DELIVERY OF RENEWABLE ENERGY

1. PURPOSE

- 1.1 To enable the committee to consider the strategy for the delivery of renewable energy

2. RECOMMENDATIONS

- 2.1 That the committee is asked to comment on the strategy proposed for the delivery of renewable energy and major energy efficiency projects.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The area supports the delivery of the Council's Environmental Capital ambitions.

4. BACKGROUND

- 4.1 At the meeting of Cabinet on 13th June 2011 it agreed to authorise the Executive Director – Strategic Resources to establish a limited company as an energy services company (ESCO) to be wholly owned by Peterborough City Council.

It also authorised the Executive Director – Strategic Resources to award the contract for design, supply, installation and maintenance of Solar Photovoltaic (PV) panels on the roof of the former Freemans building at Ivatt Way, Westwood, Peterborough, PE3 7PA.

- 4.2 The following sets out some brief details around the ESCO.

4.3 What is an ESCO?

- 4.3.1 Energy Services Company (ESCO) is a broad term used to describe an independent agency that develops, installs, and finances projects designed to improve energy efficiency, usually featuring sustainable energy sources. ESCOs are becoming an increasingly important tool for local authorities to take a more active role in developing the UK's low carbon infrastructure.

- 4.3.2 An ESCO usually takes the form of a limited company, although other delivery vehicles are possible. It may be wholly owned by the public or private sector, or a joint venture. A greater degree of local authority ownership allows the authority to secure additional objectives such as the alleviation of fuel poverty, rather than pure profit.

4.4 Why establish an ESCO?

- 4.4.1 It is generally accepted that large, centralised energy generating stations waste a considerable amount of the energy they produce. By locating energy production close to where it is used, energy can be produced more efficiently, reducing the impact on the environment. Changes to

regulations, concern about climate change, growing costs of traditional energy, together with the opportunity to make money from low and zero-carbon energy are increasingly focussing attention onto decentralised energy.

- 4.4.2 The council therefore established an ESCO to pursue the provision of low and zero-carbon energy schemes. The intention is to produce and supply energy, of various types, but initially the main supply source would be through photovoltaic cells (PV), commonly known as solar energy. In the future the council will look at other sources, for example wind. The energy produced will be made available for use in the Peterborough area, both by domestic and business users. One key advantage of this is that it allows everyone to potentially have access to energy from renewable sources, including those for whom domestic solar panels are not an option, for example those who live in flats, or whose roofs are unsuitable. This is an important benefit that supports Peterborough's status as Home of Environment Capital.
- 4.4.3 Another important area for an ESCO's operation is that of the delivery of energy efficiency. It therefore aims to ensure that less energy is used and if it is needed to be used then renewable energy is sourced.
- 4.4.4 Following the government changes to Feed in Tariffs (FiTs) in July 2011 the development of PV at the former Freemans site was limited to approx. 200kw.

5. KEY ISSUES

- 5.1 The strategy around the delivery of renewable energy has the following main features:

A) Definition of Renewable Energy:

Renewable energy is energy which comes from natural resources such as sunlight, wind, rain, tides, and geothermal heat, which are renewable (naturally replenished).

The mainstream forms of renewable Green energy are as follows :

- Wind power
 - Hydropower
 - Solar energy
 - Biomass
 - Biofuel
 - Geothermal energy
- B) In addition, the electricity from the Energy from Waste facility can be classified as green energy (per government definitions).
- C) The delivery of renewable energy supports directly the Council's Carbon Reduction Commitment (CRC) (see item on agenda).
- D) Funding:
- Department of Energy and Climate Change (DECC) funding exists in the form of Feed in tariffs (Fit), or Renewable Obligation Certificates (ROC's) .
 - An alternative would be the utilisation of carbon tax credits.
 - Invest to save budget and mainstream capital programme funding (typically via Public Works Loans Board)
 - Third party contributions including planning obligations
 - Private equity funding
 - Other Public funds

- E) Procurement – governed largely by European procurement rules and Cabinet Member Decision Notice (CMDN) process.
- F) Aim of strategy: to maximise third party funding and invest to save monies to enable the rollout of renewable energy across the area at no cost to the taxpayer and where possible generating surplus income that can be utilised in further areas.
- G) The future for the council is dependant on the rollout of renewable energy and the delivery of energy efficiency measures such as an Energy performance contract the aim is to enable the council to become a “Micro Generator”.

5.2 In order to deliver the above strategy it is necessary to deal with the following key issues:

- Procurement of services to enable the delivery of renewable technologies. At present a contract is in place to deliver PV installations for 4 years. Further contracts are needed for other technologies
- Managing the funding via DECC for feed in tariffs. Since the spending review 2011 it is clear that the treasury funding limits are driving the support for renewable technology and in particular the following are the key drivers and constraint mechanisms in place or are being consulted about:
 1. Aggregation limits that once exceeded will reduce the FiT to 80% of the standard tariff value;
 2. Future reduction in FiT's that will either apply at points in time or earlier, when national build out levels are achieved, to avoid breaching treasury spending limits; and
 3. Future increase projections of RPI and CPI
- Evaluation of assets and planning considerations to deliver renewable energy
- Ensuring that the funding and income streams for projects pass financial tests
- Ensuring robust gateways are in place from concept through to delivery
- Availability of third party funding for projects
- Decisions on whether the council should develop or buy renewable facilities or both

5.3 The council has established the ESCO – Blue Sky Peterborough Ltd. There are also key considerations that are needed to be evaluated in respect of ESCO:

- At what point should the ESCO be involved?
- Should the ESCO own assets or income streams?
- How is the relationship with the council best constructed to minimise or eliminate any tax implications?
- How would the ESCO trade energy?
- How does the ESCO relate to major energy suppliers when trading or at the point it becomes a micro generator?
- How can the ESCO be best utilised to deliver an energy performance contract
- What should the role of the ESCO be in the ‘Green Deal’?
- What funding can the ESCO attract and what necessary Special Purpose Vehicles (SPV's) are needed to deal with appropriate funders and projects
- How and who does the ESCO work with across the public and private sectors?
- How can the ESCO generate further income to the council around business development?
- Should the ESCO be involved in major growth projects across the city?

5.4 The priority for development at this stage will be solar and wind. Other sources will be examined over the next 12 months.

5.5 The process for accessing Invest to Save monies was adopted as part of the budget. The first access to these monies is being progressed via a CMDN to enable the delivery of up to 50Kw build out on the schools portfolio. This robust process will be utilised for further contract awards subject to achieving the ‘golden rules’ set out in the invest to save budget criteria.

5.6 The development and delivery of renewable energy is a complex issue. The aim of this report is the first step in enabling the Scrutiny Committee to consider some of the high level issues around the strategy.

6. IMPLICATIONS

6.1 The delivery of the strategy and associated actions is within the context of the Council's approved Medium Term Financial Plan 2012/13 to 2021/22.

7. CONSULTATION

7.1 Internal only with the exception of that undertaken as a result of the consideration of this strategy within the MTFP budget consultation.

8. NEXT STEPS

8.1 It is proposed that a further report is presented back to the committee in 12 months time.

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

9.1 None

10. APPENDICES

10.1 None

ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 6
22 MARCH 2012	Public Report

Report of the Executive Director of Operations

Contact Officer(s) – Darren Sharpe, Natural and Historic Environment Manager
Contact Details - 01733 453596

TREES AND WOODLAND STRATEGY- POLICIES AND PRIORITIES

1. PURPOSE

- 1.1 The purpose of this report is to present the updated Trees and Woodland Strategy for the Committee to consider prior to referral to Cabinet.

2. RECOMMENDATIONS

- 2.1 That the Committee receives and endorses the updated Strategy and the measures outlined within it, which replaces the existing 1998 Strategy.
- 2.2 That the Committee refers the Strategy to Cabinet for endorsement prior to its consideration by Council as part of the major policy framework.
- 2.3 That the Committee supports the need for additional resources allocated within the Medium Term Financial Strategy to deliver the strategy.
- 2.4 That the Committee agrees to receive copies of the proposed Tree Risk Management Strategy and annual progress reviews.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The Strategy in particular most directly contributes to the 'Creating the UK's Environment Capital' priority of the Sustainable Community Strategy via the Cleaner/ Greener agenda. Progress on delivery of the Strategy will be used to give a more detailed picture of the breadth of the actions taken by the Council to deliver this priority.
- 3.2 In addition, the Strategy will assist in delivering National Indicator 160 by helping deliver positive conservation management to woodlands that have local site designation.

4. BACKGROUND

- 4.1 In 1998 Peterborough City Council adopted its Trees & Woodland Strategy. Since then this has proven to be a robust and successful document, providing the Council's basis for managing its own trees and giving guidance for the control and implementation of protection for privately owned trees.
- 4.2 The review of this Strategy commenced in 2005 by the then Trees and Woodland Team. A working group was convened in 2006 of Officers and Councillors to develop the Strategy. Owing to the comprehensive nature of this review, high work load and restructuring of departments this work was not completed until 2010. The findings of the review formed the basis of the first draft that was presented, by Peterborough City Services, to Environment Capital Scrutiny in the November of that year.
- 4.3 Following consideration of this draft and a separate meeting with interested members, further changes were made prior to the Environment Capital Scrutiny Committee endorsing the Trees

and Woodland Strategy for wider consultation in January 2011.

4.4 Operations Directorate proceeded to undertake this public consultation in the summer of 2011.

5. KEY ISSUES

5.1 The key issue which the Committee need to consider is if the revised draft Strategy provides the objectives, policies and actions which will establish the Council's commitment and continued strategic direction for the protection, planting and maintenance of the trees and woodland within its authority. A key element of change within the Strategy is moving away from a reactive service to one that ensures that its resources go towards a pro-active defendable system for managing tree risk and ensuring high standards of asset management.

6. IMPLICATIONS

6.1 The Strategy can only be partially delivered within existing Council resources. The extrapolation of priorities and the financial implications in complying with Strategy have been summarised in Appendix B. In response to these budgetary requirements additional budget was allocated in the Medium Term Financial Strategy (MTFS) of £744,000 in 2012/13, £735,000 in 2013/14, and £727,000 in the following three years 2014 to 2017. It is considered that this allocation of funding will initiate the implementation of the strategy and that there will be the need to annually review the ongoing resource implications that will be informed by inspections and delivery of works undertaken the previous year. Additionally, opportunities will be explored to offset the cost of managing the Council's trees and woodland by seeking external funding or other changes to landscape management practices which are less expensive.

6.2 The successful implementation of the Strategy would help the Council facilitate compliance with its duty of care to maintain its trees and woods in a safe condition. In addition it demonstrates the City's worthiness of Environment City status and will directly contribute to Peterborough's Environment Capital aspirations. The Strategy will also deliver associated positive effects to quality of life, the economy and cultural heritage.

6.3 This report has implications throughout the authority area where the Council is a landowner manager. It will impact on all wards and will hopefully influence and inform emerging Community Action Plans.

6.4 The Strategy identifies a standard for the management of the tree resource in the stewardship of the Council, which ensures its long-term conservation and development for the people of Peterborough and future generations.

7. CONSULTATION

7.1 Consultation was undertaken between 31st May 2011 and 11th July 2011. The Strategy was available on the Council website during this period. In addition relevant organisations were consulted. These include:

- *Cambridgeshire Bat Group*
- *Buglife*
- *Campaign To Protect Rural England*
- *Forestry Commission*
- *Friends of Stanley Recreation Ground*
- *Froglife*
- *Langdyke Countryside Trust*
- *Natural England*
- *Opportunity Peterborough*
- *Peterborough Environment City Trust*
- *Peterborough Conservation Volunteers*

- *Peterborough Local Access Forum*
- *Peterborough Civic Society*
- *Phoenix Residents Association*
- *Environment Agency*
- *Plantlife*
- *Peterborough Primary Care Trust*
- *RSPB*
- *The Wildlife Trust*
- *The Woodland Trust*
- *Greater Peterborough Partnership*
- *Nene Park Trust*
- *Burghley House Preservation Trust*
- *The Walcot Estate*
- *Milton Estates*
- *Friends of the Earth*
- *BTCV*
- *Enterprise Peterborough*
- *Trees for Cities*
- *Parish Councils*
- *Councillors*
- *Council Officers. This includes Legal, Recreation, Transportation, Landscape Architect, Neighbourhoods, Economic and Community Regeneration, Climate Change, Emergency Planning and Wildlife Officer.*

A total of 245 consultation responses were received. These comments and observations have been incorporated, where appropriate, within the revised Strategy presented. A summary of the consultation comments is included within Appendix C.

8. NEXT STEPS

- 8.1 To refer the Strategy to Cabinet for endorsement prior to consideration by the Council as part of the major policy framework.
- 8.2 To receive copies of the proposed Tree Risk Management Strategy and annual progress reviews detailed within the Strategy.

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1
 - Peterborough Tree and Woodland Strategy June 1998
 - Peterborough Sustainable Community Strategy (including Rural Vision Strategy and Environment Capital Manifesto)

10. APPENDICES

- 10.1 Appendix A : Draft Trees and Woodland Strategy- Policies and Strategies
- 10.2 Appendix B: Extrapolation Of Priorities And The Financial Implications In Complying With The Trees and Woodland Strategy
- 10.3 Appendix C: Consultation Comments

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Peterborough Tree and Woodland Strategy



DOCUMENT 1: POLICIES AND PRIORITIES 2012

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Schedule of Policies

Policies for Council owned trees and woodlands

General policies (CTWG); applicable to all Council trees and woodlands.

- CTWG 1: The Council will ensure that diverse tree and woodland populations are created, protected, managed and, where appropriate, expanded.
- CTWG 2: The Council will maintain its trees and woodlands in accordance with its obligations to observe duty of care and the safety of both people and property.
- CTWG 3: The Council will maintain its trees and woodlands in a way that demonstrates best practice, providing worthy examples for others to follow.
- CTWG 4: The removal of trees and woodlands shall be resisted, unless there are sound Health and Safety or arboricultural reasons.
- CTWG 5: The Council will encourage a better understanding of tree and woodland management and in so doing promote community involvement.
- CTWG 6: The Council will encourage an increase in tree cover by new and replacement planting, placing great emphasis on use of appropriate tree species.

Street tree policy (ST)

- ST 1: To endeavour to protect street trees from threats such as loss of verges and damage to same.

- ST 2: To place a priority on the replacement of ageing street trees; particularly where these adjoin major traffic routes. Planting will ensure the selection of the most appropriate species for the location.

Woodland policy (CW)

- CW 1: The Council will aim to achieve sustainable management of its woodlands as determined by guidance within a revised Woodland Management Plan.

Urban Woods (UW)

- UW 1: The Council will manage the urban woodlands towards sustainability in accordance with the objectives and guidance set out in a revised Urban Woodland Management Plan.
- UW 2: The Council will encourage community involvement, consult with residents when work is proposed and seek to address the problems of anti-social behaviour in urban woodlands.

Village and rural tree policy (VT)

- VR 1: The Council will preserve and enhance the distinctiveness of village and rural trees in its ownership.

Landmark tree policy and priorities (LT)

- LT 1: The Council will preserve and protect trees on the landmark register.

Policies for Privately owned trees and woods

General policies (PT) applicable to ALL Private trees and woods

PT 1: The Council will seek to ensure that all trees and woodlands making a positive contribution to our environment are protected and where necessary managed to enhance that contribution.

PT 2: The Council will respond to tree issues within planning applications in such a way that ensures the retention of good quality tree and woodland coverage or ensures its creation. Development will not be supported that would directly or indirectly damage existing mature or ancient woodland or veteran trees.

PT 3: The outright removal of good quality trees and woodlands shall be resisted in the absence of sound arboricultural or technical reasons such as irrefutable identification of subsidence.

PT 4: The Council will promote awareness and better understanding of tree and woodland management through use of community consultation and involvement.

PT 5: The Council will encourage new and replacement tree and woodland planting, using appropriate tree species

Tree and Development policies (TD)

TD 1: The Council will reject development proposals with inadequate provision for the retention of trees and woods. The Council will encourage woodland creation and tree planting in all new developments.

Protecting Private trees policies (PP)

PP 1 There will be a presumption against the cutting down, topping, lopping or uprooting of any tree subject to a Tree Preservation Order (TPO) or tree within a Conservation Area, worthy of TPO status (these may include ancient and veteran trees). The Council will not give consent to fell a protected tree or woodland unless it is satisfied that this is necessary and justified. Any such consent will be conditional upon appropriate replacement when subject to a TPO.

1 INTRODUCTION

Peterborough is set in eastern England, where the Fens meet the lowlands of the Midlands. This junction of landscapes provides a rich and diverse range of contrasting and distinctive landscapes including fenlands, clay lands, river valleys, gravels and limestone.

The eastern half of the unitary area is reclaimed high quality agricultural land on the flat fens. Originally the margins would have consisted of wet woods and carrs of alder, birch, ash and oak, edging onto vast tracts of brackish marsh, river plains and reeds.

To the west of the City the land becomes more undulating and forms the eastern extent of the Rockingham Forest character area. There are numerous ancient woodlands in this area, many of which are of high nature-conservation interest which are attractive landscape features in their own right. Fields and roads are bound with trees and hedgerows which link a patchwork of woods. These woods, the remnants of the Rockingham Forest, survive in western Peterborough.

Early settlements such as those found at Flag Fen and Barnack led to the clearance of the forest. Later as sea levels dropped and man drained the Fens so his impact on the treescape became even greater.

The rate of change has increased rapidly in the last two hundred years, resulting in the landscape developing into that which we see today. In the Fens there are a few very small remnants of wet woodlands; here the trees that line the roads linking the Fen communities form the main character.

There has been continuous settlement at Peterborough since 45 AD. Early settlement was based around the great abbey of St Peter.

The City itself is a dynamic environment. Through the nineteenth century the City's industrial heritage evolved with the great rail workshops. At the same time the brick industry so closely linked to the City until the 1980's was developing.

Associated with this industrial expansion was the growth of the City. In 1901 Peterborough had a population of 31,000, the last thirty years has seen this grow to 170,000. It is predicted to increase to 200,000 by 2020, so the challenges to maintain a sustainable environment will continue.

The older parts of the City, which accommodated the industrial growth of Peterborough from Victorian times to 1950s, have a structured layout with tree lined roads, formal promenading parks and open spaces. As the City rapidly grew through the 1970's to the present day this was replaced by the more naturalistic planting influenced by the garden cities.

Trees are the largest and oldest living things in our environment. Trees and woodlands are dominant features of the landscape and environment of Peterborough. Collectively they form one of its finest and important features.

They are not simply embellishments, but provide a range of important benefits for the public, although, in the urban environment this may also be the cause of some problems. Trees and woodlands are recognised as an important mitigant of climate change. Whilst their presence cannot halt such changes, they can slow the rate and enable ourselves and wildlife to adapt accordingly.

This strategy sets out to ensure the benefits of trees and woodlands are exploited to their greatest and most sustainable advantage, whilst ensuring problems are promptly and appropriately managed.

The management of trees and woodland is governed by legal responsibilities and influenced by National, Regional and Council policy. In 1998 the Council adopted its first and current Trees and Woodland Strategy. The first strategy sought to recognise the long term commitment required to realise the Council's ambitions for environmental enhancement and protection. This revision will take this forward to develop the policies and priorities to ensure trees and woodlands continue to contribute to the benefit of those who visit live and work in Peterborough.

The strategy provides the objectives, policies and actions which will establish Peterborough City Council's commitment and continued strategic direction for the protection, planting and maintenance of the trees and woodlands within its authority. Sustainable systems of management will be promoted that will aim to:

- Maintain or enhance the tree population
- Facilitate the removal of dangerous or potentially hazardous trees
- Promote biodiversity and conserve the tree/woodland eco-system
- Conserve veteran trees with significant ecological, historical and amenity value

- Establish a tree population with a balanced diversity of age class
- Optimise the use of timber and other products of tree management

1.1 Background

In 1993 Peterborough was designated as one of four Environment Cities. The City is now committed to creating the UK's Environment Capital. The Council therefore seeks to demonstrate its commitment to the environment through implementing appropriate works and taking account of best practice. All local authorities have a duty to manage trees and woodlands in a way that enhances safety and to protect significant trees for their amenity value.

This document's origins lie in the recognition that long term commitment and consistency are required if our ambitions for long term environmental enhancement and protection are to be realised. It follows on from the original Tree and Woodland Strategy adopted in 1998 and the work of the Tree and Woodland Strategy Councillor Group.

This Strategy has been reviewed and revised with due consideration to current international, regional and corporate policies, and to provide a structure for compliance with the Council's legal responsibilities.

This is part of a folio of documents which will form the Tree and Woodland Strategy. The folio will include:

- Document 1: Policies and priorities
- Document 2: Trees risk management strategy.
- Document 3: Action Plan: Based on neighbourhood management plans that include woodlands, shelterbelts, open space and management plans.

The Strategy will contribute to the delivery of the broad range of Council aims, objectives and priorities on the environment, communities, health, and land use planning. It has been developed and influenced through consultation, and will enable the development of Neighbourhood Community Tree and Woodland Action Plans and measures to monitor success and priorities delivery at a local level. It will enable district wide priorities to be focused on local need and to prioritise the use of resources.

The structure of this strategy is to ensure that key Council and National policies are considered and are at the core of the policies and priorities herein. This document will contribute to delivering the broad range of Council aims and incorporate the four environmental strategic priorities associated with creating the UK's Environment Capital in conjunction with priorities on community and land use planning issues. In addition, the strategy has been linked to the "Strategy for England's Trees, Woods and Forests" published in 2007 by DEFRA providing the Government's vision and priorities to 2050.

In recognition of the change that growth will mean to communities and infrastructure, we need to ensure that stability and social cohesion continue and that growth will lead to a cleaner and greener city.

Throughout the strategy the policies are set out along with key priorities for delivery. These are underpinned and influenced by the three themes:

- Theme 1: Community and Place
- Theme 2: Sustainability and Natural Environment
- Theme 3: Asset Management and Standards

The distinction between these themes at a local level will not always be clear as they will often overlap because sustainable tree and wood management provides a multitude of benefits; for instance a wood can offer community use, wildlife habitats and act as a resource for raw materials.

1.2 The Resource

Surveys of the tree stock of Peterborough have been very limited. Estimates of the numbers of trees vary greatly. The most accurate figures relate to the Council's trees, with approximately 105,000 individual trees, predominantly on highway, parks and open spaces, and an estimated further 1,400,000 trees making up the Councils 280 hectares of woods.

More detailed surveys in other parts of the country suggest that trees in private gardens will exceed 100,000 and the Forestry Commission's estimate show 3% of the district is covered by woodland. The national average is 9%.

Peterborough's trees are not evenly distributed. The density of cover in the City varies greatly, with most trees being in the former Peterborough Development Corporation areas. A similar variance is found with more trees and woods to the west of the City, compared to the sparsely populated Fens to the east.

The principle reason for the uneven distribution is the availability of space. Many of the older areas of the City are characterised by high density housing with small gardens and less public open space. The closeness of the houses to the street leaves fewer opportunities for street tree planting, also, converting front gardens to hard standing and built developments in rear gardens have led to significant reduction in planting opportunities. Such loss of space contributes to water run-off and has a negative impact on storm water capacity.

The reclamation of the Fens and the intensive agriculture has led to fewer sites for trees, than further west where there are still remnants of the ancient Rockingham Forest.

Of the 1,500 or so species of trees available and planted in the UK, around 30 are native. A significant proportion of the specimen trees in Peterborough are from a very small number of the available species, dominated by maple (Acer), lime (Tilia) and cherry (Prunus). In the urban woods a similar situation occurs with ash (Fraxinus), maple and birch (Betula) dominating.

Whilst it is well known that trees can live to a considerable age (200+ years). In the rapidly changing urban environment, life expectancy is greatly curtailed, with most trees living 60 to 80 years. The larger and older trees offer a sense of permanence and greater environmental and amenity importance. Peterborough's tree age demographic mirrors that of the properties nearby, with the vast majority of trees planted since the 1960's. Regrettably this results in the majority of the tree stock maturing at the same time which in turn decreases age diversity within the City tree stock and will subsequently increase management requirements.

1.3 Positive Impact of Trees

There is increasing public awareness of the benefits of, and the need for trees as people place a higher priority on the environment in which they live. In urban areas this invariably means that there should be accessible recreational open space, and pleasant tree-lined streets and squares.

Benefits from Trees

Trees are essential to life; their value cannot be overstated. Most trees and woodlands in cities are planted to provide aesthetic qualities or screening. Whilst these are two excellent reasons for their use, they also serve many other purposes. The benefits of trees can be grouped into social, environmental, and economic categories.

Social Benefits

The strong ties between people and trees are proven by the resistance of communities to the removal of trees. Trees and woodland contribute immeasurably as part of the landscape, particularly in their own right in urban areas, beneficial to people's quality of life and sense of well being, reducing everyday stress, which is particularly important in today's environment. In various locations trees pre-date the urban development around them and provide evidence of the history of those places, and thus are a valuable part of their heritage. In addition research has shown that hospital patients recover more quickly when able to enjoy the view of trees.

Their aesthetic value improves the appearance of our environment, giving variety of scale, form, colour and shape.

Even though trees may be on private property, their size often makes them part of the community as well. As trees occupy considerable space, planning is required if both the owner and their neighbours are to benefit. With proper selection and maintenance, trees can enhance and function on one property without infringing on the rights and privileges of neighbours.

Environmental Benefits

Trees influence the environment in which we live, by moderating climate, improving air quality, conserving water, and providing wildlife habitats.

Radiant energy from the sun is absorbed or deflected by leaves on deciduous trees in the summer and is only filtered by branches of deciduous trees in winter. The shade of trees both protects us from direct sunlight and cools us.

Wind speed and direction can be affected by trees; the more compact the foliage on the tree or group of trees, the greater the influence of the windbreak.

The downward fall of rain, sleet, and hail is initially absorbed or deflected by trees, which provides some protection for people and property. Trees intercept water, store some of it, and reduce storm runoff and the possibility of flooding.

Temperature in the vicinity of trees is cooler than that away from trees and the larger the tree, the greater the cooling effect. By using trees in the cities, we are able to moderate the heat-island effect caused by pavements and buildings.

Air quality can be improved as leaves filter the air we breathe by removing dust and other particulates. Leaves absorb carbon dioxide from the air to form carbohydrates that are used in the plant's structure and function. In this process, leaves also absorb other air pollutants, such as ozone, carbon monoxide, nitrogen oxide and sulphur dioxide, and give off oxygen.

By planting trees and woodlands we return to a more natural environment attracting, supporting and hosting birds, mammals, invertebrates and other wildlife.

Economic Benefits

Individual trees increase in value from the time they are planted until they mature. The variability of species, size, condition, and function makes determining their economic value difficult.

Direct economic benefits are usually associated with energy costs. Air-conditioning costs are lower in tree-shaded homes and offices. Heating costs are reduced when a home/office has a windbreak.

The savings in energy costs and the increase in property value directly benefit each home owner.

The indirect economic benefits of trees are even greater. Lowered electricity bills are paid by customers when power companies are able to use less water in their cooling towers, build fewer new facilities to meet peak demands, use reduced amounts of fossil fuel in their furnaces, and use fewer measures to control air pollution.

Communities also can save money if fewer facilities have to be built to control storm water in the region. To the individual, these savings are small, but to the community, reductions in these expenses are often considerable.

An attractive healthy and vibrant City helps to attract investment, healthy and well maintained trees and woodlands are an integral aspect to achieving this.

Tree Problems

People often live in close proximity to trees, particularly in urban areas. These trees are either located in their own property or their neighbours', or quite commonly belong to the Council. Trees can cause inconvenience to residents when they grow near dwellings. Conflict often occurs when the tree makes an important contribution to the local environment but also causes inconvenience to those living nearby.

With any population of trees there are a number of common sources of complaint including overhanging branches, shade, leaf/fruit fall, obstruction and physical damage. Many of these problems can be dealt with by careful pruning once the tree is established. However, sometimes the problem is a result of inappropriate species selection in the past and may be difficult or impossible to resolve in all parties' favour.

A very common concern for homeowners is potential foundation damage by tree roots. This type of damage only occurs in areas where the soil type is heavy, shrinkable clay, which is prone to fluctuations in volume caused by changing soil moisture levels. There has been a lot of concern about tree roots and foundations in recent years. Much of this is unsubstantiated and the incidence of proven tree root related claims against the City Council remains low, despite the level of tree cover and much of the area having clay soils.

Appendix 1 sets out the Council's response and reaction to these issues when they affect trees and woodland in its ownership.

2 THE VISION

The population of Peterborough is anticipated to grow to 200,000 by 2020 with 25,000 new homes. In the same period the number of jobs is expected to grow by 20,000. The Councils vision is to accommodate this growth in a way which is sustainable and will address many of the issues of social and economic exclusion, whilst maintaining and enhancing the quality of the environment.

The drive to change often focuses on the targets of the numbers of homes and jobs often forgetting the essential ingredients that make Peterborough special for those already living and working in and around the district.

The overall purpose of this strategy is to provide the framework for a strategic approach to the management and enhancement of trees and woods:

“A sustainable tree and woodland resource for a growing City.”

Many of the issues affecting tree and woodlands are cross-cutting. There are strong links with other initiatives in urban design and land use.

Tree and Woodland protection and care is concerned with managing the risks and benefits to ensure the best and sustainable outcome.

2.1 Aim

The purpose of this document is to recognise the tree resource under the stewardship of the City Council and identify a standard for its management, which ensures its long term conservation and development for the people of Peterborough and future generations.

The Council's aim is:

“To sustainably maintain, improve and expand the quality of the existing tree and woodland cover.”

“To expand the extent of woodland cover through opportunities created through sustainable external funding.”

The Council will act to conserve and enhance the quality, value, role and diversity of the trees and woodlands in the City by the establishment of regular tree inspections and maintenance, which fulfil the Councils legal responsibilities and also enables it to respond to the concerns and actions of residents. Whilst the removal of trees shall be resisted, when it is necessary to do so replacements will be planted.

The Council are a lead partner in the Forest for Peterborough project led by Peterborough Environment City Trust (PECT), which states:

“The Forest for Peterborough is a growing forest for a growing City, a patchwork of habitats which enable both people and wildlife to flourish across Greater Peterborough with a new tree for every resident in Peterborough – 170,000 trees”.

So far the project has enabled a total of 5,000 native trees to be planted on land owned by the Council. Over the next 19 years of this project the Council will continue to look for opportunities that arise, through review of its land management practices, for new trees and woodlands to be planted which are suitable to their location and which allow the City to maintain a diverse and healthy treescape.

3 THEME 1: COMMUNITY AND PLACE

Objective 1 To ensure that trees and woodlands are managed in a way that contributes to the aims and objectives of the Council.

Objective 2 To improve the local environment, the quality of people's lives and their appreciation of trees and woodlands.

Involving people in the decision making process for the planning, management and use of woods will enhance feelings of ownership, community cohesiveness and promote the well being of neighbourhoods.

3.1 Community

When communities become involved in decision making and management they are more likely to use the resource with respect. Individual sites need to be evaluated for their contribution to the community and their recreational potential assessed.

Trees and woodlands offer a variety of outdoor opportunities for recreation and learning. The priority will be to provide high quality access near to where people live and work. To ensure woodlands remain valued as a life long resource, appropriate information needs to be freely available. This should include recognition of their historic, archaeological and cultural significance.

Partnership working promotes community involvement and so links to existing partners should be strengthened and new ones established by providing advice and support to communities with plans to create and maintain their own woodland. Partnerships can help support funding applications and could qualify for funding from organisations such as The Woodland Trust under the 'Morewoods' scheme. The proposed tree planting campaign to create the Forest Of Peterborough is another example of a productive partnership helping deliver the objectives of this Trees and Woodland Strategy.

The planning process can contribute to the community by examining the existing provision of trees and woodland relative to predictions for future needs. The process of Planning Gain through Section 106 Agreements can help site these needs. At present 9.2% of Peterborough's population has access to a 2ha+ wood within 500m of their home. This is in contrast to England where 14.5% of the population has access to a 2ha+ wood within 500m of their home. The Council will endeavour to work with a range of partners to improve access and where there is a deficiency in woods plant new ones. With some enhancements to the urban woods (shelterbelts) these targets could be readily improved for much of the City.

Consultation

Greater public appreciation of management requirements needs to be achieved, with awareness of what constitutes appropriate management and the rationale supporting it.

Certain residents become fond of trees and woodlands. As work tends to be carried out on a periodic basis, with several years between scheduled visits the apparent permanence can compound concerns when work is undertaken. The initial impact of the works can also be cause for considerable consternation.

A detailed and robust consultation protocol shall be developed, which meets the need to inform the community of the reasons for significant tree works and where appropriate, enable them to participate in the decision process.

Significant tree works are defined to be the cyclical and urban wood maintenance programs or where trees of significant amenity, landscape, historical or ecological value need to be removed. Exceptions to this should only extend to emergency works and where the trees present a significant hazard.

When larger scale tree planting takes place, the neighbouring community should be consulted. If there is more than one tree species available for selection then the public may be offered the opportunity to choose and the results of the consultation communicated to all participants.

The method will vary according to the site and neighbouring land use. Methods will include notification and explanation, invitation to participate in surveys, and public or site meetings.

3.2 Character

The height of trees provides visual and physical features, which can be used to either separate or link areas, and bring seasonal change with the appropriate species to an otherwise static urban landscape. They provide attractive settings to existing and new residential and business development, helping to create a sense of place, and permanence in a rapidly changing City.

The early and integrated approach to tree and woodland planting and management will provide a high quality and sustainable resource which will

reflect local need and assist in the preservation of landscape character and distinctiveness.

Many communities are immediately identifiable by the landscape around their homes and businesses. For instance Park and Central Wards with their avenues of pollarded limes are characteristic of their Edwardian design, and similarly the Ortons and Brettons with their garden city naturalistic landscape of tree lined streets, neighbourhoods and land use zones separated by urban wood interconnected with open spaces, forming a green network.

Many villages are equally distinctive such as Thomey with its “estate” village and parkland landscape, or Barnack with its greens and tree lined streets. Trees also form a defining role within our rural landscape character.

When scheduling tree work or undertaking replacement planting maintaining and enhancing, local distinctiveness will be an essential part of selecting the most appropriate action or tree species. In maintaining distinctiveness the opportunities for a more diverse and sustainable landscape are increased.

4 THEME 2: SUSTAINABILITY AND NATURAL ENVIRONMENT

Objective 3 To identify and preserve trees and woodlands which are recognised for their contribution to maintaining a diverse environment.

The Council recognises the importance of trees and woodlands and shall preserve those of significance. When appropriate the Council will protect trees using Tree Preservation Orders if identified as under threat. Where considered appropriate, wider consultation, in excess of Trees Preservation Orders ‘A guide to the Law and Good Practice’, will be undertaken prior to confirmation.

Objective 4 To secure new tree and woodland planting as part of the sustainable growth of Peterborough.

The Council will ensure that new trees appropriate to the location are planted and that development proposals include this enhancement towards the goal of sustainability.

4.1 Sustainability

National and local policy makers have to appraise their policies and practices to ensure they are sustainable. This process is contained within Local Agenda 21 and constituent Biodiversity Action Plans. Biodiversity, the variety of life, including all species of plants and animals and their natural support systems, has an important role in the development of sustainable communities.

The Natural Environment and Rural Community Act 2006 directs that “Every public authority must, in exercising its functions, have regard, in so far as is consistent with the proper exercise of those functions, to the purpose of conserving bio-diversity.”

By incorporating habitat creation and conservation of bio-diversity, as detailed within the City Council’s Biodiversity Strategy, into relevant strategies, and linking these to environmental planning and statutory obligations for enhancement within forward planning and development control, the Council can reach set targets.

When undertaking works to trees, the Council must have due regard to the Habitats Regulations 2010, the Wildlife and Countryside Act 1981, and The Countryside Rights of Way Act 2000 which provide protection to species and habitats. Appropriate pre-work surveys and timing of operations will be employed to minimise ecological risk. Where appropriate specialist ecological advice will be sought.

Climate Change

Measures to mitigate and adapt to the predicted effects of climate change will be incorporated into the strategy wherever possible, taking full account of "Climate Change Strategy for Peterborough".

The magnitude and rate of predicted climate change means that trees and woodlands will be significantly affected. Adaptation is therefore an important issue and should be addressed at the earliest opportunity. This is particularly important, because of the long time-frame associated with any management decisions made in tree and woodland management. By the 2080s, an oak tree planted now will be less than half-way through its anticipated life, whilst as a component of semi-natural woodland; it would still be at a juvenile stage. The difficulty for the council is ensuring that decisions made now, particularly over planting material, are appropriate to both the current and future climate.

Initially, the impact of climate change is likely to be most serious and apparent in southern England. Young and newly established trees, together with street trees and trees in hedgerows are likely to be the first affected. Mortality will increase and species suitability will change, therefore it is important to consider the planting stock in adapting to climate change.

Woodland networks will also provide the opportunity for both native fauna and flora to migrate as climate change progresses. It is well documented that trees offer significant benefits of removing CO₂ from the atmosphere through photosynthesis. This CO₂ is bound and stored as carbon within the tree. This carbon will remain in the tree up to the point that it is felled. Carbon is held within the tree's foliage, roots, branches and trunks. It is estimated within forest research that each tree locks up 0.546kg of carbon annually, equivalent to 2kg of CO₂. Research has also shown that woodland soils sequester a large amount of carbon, and plant matter is the single most important source of carbon in soil.

Peterborough is committed to creating the UK's Environment Capital. One of the key elements of this work is proactively working to achieve the Government's targets set out in the 2008 Climate Change Act which commits the UK to reduce its greenhouse gas emissions by 80% by 2050, and CO₂ by at least 26% by 2020. The key mechanisms to achieve a reduction in carbon emissions are to reduce energy consumption through increased energy efficiency e.g. developing low carbon homes and moving to renewable energy sources. Peterborough City Council, as an organisation, has committed to reducing CO₂ emissions by 35% of 2008/09 levels by 2014 and is progressing various projects to achieve this goal. The produce from managing the trees and woodlands could be used as carbon neutral fuel to power heating and/or combined heat and power equipment for buildings. Whilst using locally produced woodfuel may go some way to supporting this target, it is not a project that is currently classed as 'in scope' within this target, however the authority is happy to explore this aspect further and open discussion with interested parties.

It is considered likely that the composition of trees and woodland adjoining residential areas will be changed. High water demanding species and species prone to gale damage will be removed and replaced with more suitable species.

Natural regeneration of native species will be encouraged so that the natural genetic variation will provide a buffer against climatic variation. Species sensitive to drought conditions such as Beech, Silver Birch and Yew will form no more than 10% of planting.

4.2 Natural Environment

Green Infrastructure is a strategically planned and delivered network of high quality green spaces, designed and managed as a multi-functional resource, delivering a wide range of environmental and quality of life benefits. Trees and woodlands are a very important part of this and play a vital role in defining Peterborough as an Environment City. These benefits are further expanded within the Green Grid Strategy.

In June 2011 The Natural Choice: securing the value of nature – Environment White Paper CM8082 was published. This details the Government's aspirations to protect and improve our tree resource. Clear commitment to manage, conserve and enhance these assets are detailed within the paper. This strategy aims to assist delivery of the policy emphasis within the White Paper.

Trees and woodlands, especially old trees and ancient woodlands, are amongst our richest habitats. The highest levels of biodiversity are often found in woodlands that are actively and sensitively managed. Their diversity is even greater when they form part of a mixed landscape in close proximity to other features such as ponds, grasslands and even residential gardens. Hedgerows linking woodlands act as wildlife corridors and so greatly promote the extent and range of wildlife. In order to protect this ecological asset an evaluation will be given to the sensitivity of the species and habitats identified to ensure public access remains appropriate, without harming the biodiversity interest.

The challenge in the future will be to maintain and enhance diversity. Planning and management needs to be aimed at providing a natural environment which is resilient to climate change. Climate change will impact on the range of native wild plants and animals and hence the character of our woods. The presence of some invasive non-native species such as Japanese Knotweed will need to be addressed.

Woodlands protect ground water from pollution and lessen the likelihood of flooding by intercepting rain before it reaches watercourses. Strategically planted shelterbelts intercept air pollutants. To realise integrated and multifunctional landscape management the Council will need to work closely with external partners and a variety of landowners.

5 THEME 3: ASSET MANAGEMENT AND STANDARDS

Objective 5 To ensure that legal responsibilities are met

The Council will develop and maintain the processes and procedures necessary to provide tree and woodland management which fulfils its legal responsibilities. These will employ best practice and ensure that the highest possible service is provided relative to resources.

5.1 Asset Management

Trees growing in an urban environment require a more intense and therefore expensive management regime than would be required for their survival within woodlands. In addition to this, consideration needs to be given to the expectations of the public.

Trees have been the subject of disputes and litigation for several centuries, this leading to the formation of a highly regulated industry accommodating concerns of damage to property, personal injury and lack of daylight.

The Council has “a duty of care to maintain its trees and woodlands in a safe condition”.

To meet this duty the Council will take appropriate action to lessen risk and so minimise exposure to liability. The Health and Safety Executive states within ‘Management of the risks of falling trees 2007 (SIM 01/2007/05)’ that an effective Local Authority system contains:

- An inventory of the tree and woodland stock within its ownership and responsibility.
- An overall assessment of the risks these pose.
- Risk assessments of prominent individual trees based upon their location, species, size, age and history.
- Pro-active system of regular inspection by a competent person and a system of obtaining additional specialist advice when inspection reveals defects and factors outside the experience and knowledge of the inspector.
- A system to enable people to report damage to trees and to trigger inspection.

- A method of recording and reviewing the systems along with any remedial actions.
- Risk management plan.

The structure and the folio of documents that form this strategy will form the Council's risk management plan for trees and woodlands, continuing the work of recent years in updating and implementing the original strategy, management plans and schedules for parts of the tree and wood stock.

The introduction of a pro-active tree management system will optimise use of resources and move the Council further towards achieving a defensible risk management system for trees and woods. The aim of a pro-active contract is to provide the best possible quality of tree population within the physical restrictions and resources available.

Pro-active rotational management for each of the category of trees and woods will be based upon risk assessment and prioritisation. The frequency of tree inspections will be based on the findings of individual tree hazard inspections or risk zones set up within the City. It is highly probable that the City may need to be divided into risk zones that quantify risk e.g. school playgrounds are very high risk and thus will require more frequent inspection to a low risk zone such as a minor road.

The prioritised application of resources will enable them to be concentrated to best effect. It will allow appropriate consultation and inspection to take place in advance of work scheduling.

For a pro-active tree strategy to be effective the Council will need to invest financially in the trees and woodlands to achieve a basic standard.

Pro-active management will be complimented by structured systems to respond to service requests. These should diminish as the benefits of pro-active management manifest themselves, delivering greater efficiency and economy savings.

5.2 Standard of Service

As organisms of longevity and complexity, in order to manage trees sustainably, a strategic operational approach is essential. As understanding of the way pruning affects trees has evolved, the basic premise has not changed: all tree surgery is not for the benefit of the tree, other than to enable it to continue to co-exist in an artificial human environment.

The management and maintenance of trees is therefore a complex and skilled task, often requiring different services and organisations to work closely together in order that trees are appropriately managed to minimise the risk they may pose and may be posed to them.

An important part of delivering an effective risk management system is ensuring that the tree managers have the pre-requisite skills, with suitable qualifications and experience to meet the challenges.

The complexity of tree stock within Peterborough requires well trained Arboriculturalists as an integral part of a defensible tree and woodland management service. This has been substantiated by industry best practice, peer review and confirmed in common law precedence.

The breadth of arboricultural knowledge and skill is not only needed by those who undertake the works, pruning, planting and removing trees, but in this highly regulated industry, also those inspecting the trees, responding to service requests and specifying works must be appropriately qualified.

The re-letting of the Tree Management Contract has enabled the standards of workmanship to be assured, to provide continual improvement and the flexibility needed to respond to changes in service emphasis.

The City Council received over 2000 enquiries per year, concerning trees, when the 1998 strategy was first produced. The prioritising of existing resources over recent years has reduced this number per annum and limited the amount of time to handle each one.

6 COUNCIL TREES

Tree management directs maintenance operations to existing trees as well as operations to promote the establishment of new planting, incorporating a long term view of how best to care for this resource.

6.1 General

The City Council's tree stock can be found in eight principle categories.

- **Street Trees:** Planted in pavements or road verges. These help to filter traffic pollution, provide shade for car parking and improve the overall appearance of the street scene.
- **Residential Areas:** Growing within and around housing estates. Planted by the original Parks Department or the Peterborough Development Corporation to enhance the local environment.
- **Parks and Open Spaces:** These are frequently the trees of greatest local significance and provide maximum visual amenity for both residents and visitors.
- **Woodlands:** These are some of the remaining pockets of the original Rockingham Forest that once covered the area. Grimeshaw Wood, an ancient woodland site and Local Nature Reserve in Bretton, is one such woodland which is an unusually valuable wildlife and amenity resource within the urban fringe.
- **Urban Woods:** Formerly classed as shelterbelts they were mostly planted alongside the parkways and in areas that separated the new townships. They provide visual amenity and habitat for wildlife.
- **Village and Rural Trees:** The villages have a unique character, much of which is achieved by their content of historic trees, as well as those growing within the surrounding countryside.

It is hoped that the use of a True Works monitoring system will assist the Council in monitoring customer concern, reacting to and prioritising works and the way these works are undertaken. It can lead directly to improvements in consultation and communication. This software may also help monitoring budgets, while positively affecting new woodland management plans, and form an integral part of the street tree and village tree cyclical management programs.

Arboriculture is an industry which lacks many of the peer review comparisons of other parts of the council. Whilst assessment against achievement of legal duty and response times to service request can be quantified there are many other facets of management which can be compared to establish the level of achievement at the Council.

As documents 2 and 3 in this strategy are produced, the measures necessary to evaluate the level of success will be developed, and the resources necessary for that success will be identified.

▪ **Other Sites:** The Council own and maintain numerous other sites such as schools, allotments, cemeteries and crematoria. Many such sites contain trees of local importance.

▪ **Landmark Trees:** Individual specimen trees that by virtue of their age, size, location, heritage or biodiversity value offer considerable benefits. This justifying their value to be maintained as a separate entity.

Whilst the City Council has undertaken broad surveys of trees in its ownership, to date no definitive records exist of their location, condition or work requirements. It is the Council's intention to introduce a tree database system that records details of tree numbers within Council ownership, their locations and condition. This would go some way in fulfilling its Health and Safety responsibilities and promoting the pro-active element of the contract which to date has only been implemented for certain street trees.

In March 2011 a partnership agreement was signed with the newly formed Enterprise Peterborough. This long-term (23 year) strategic partnership will mean that Enterprise Peterborough will be responsible for delivering arboricultural services within the Unitary Area. Not only will they be responsible for dealing with all enquiries related to Council owned tree stock, they will play a lead role in the delivery of the Trees and Woodland Strategy through creation of the risk management strategy and management plans. This new contract aims to deliver pro-active management of the City's tree stock.

The aim for amenity tree management (Arboriculture) is 'sustainable amenity' for the benefit of the residents of Peterborough and its visitors. This ideal can be achieved by the development of a tree population that has a wide diversity of species and a wide range of tree ages. These two points are fundamental in avoiding devastation by threats such as disease, climatic extremes or the slow decline of the population due to it being over-matured.

Council tree and woodlands general policies (CTWG)

These policies and priorities apply to all trees and woodlands managed by the Council.

Policy CTWG 1

The Council will ensure that diverse tree and woodland populations are created, protected, managed and, where appropriate, expanded.

Priorities:

CTWG 1.1: To provide and maintain a computer system which enables accurate analysis of the tree and woodlands, facilitates the management of resources and enables their prioritisation.

Policy CTWG 2

The Council will maintain its trees and woodlands in accordance with its obligations to observe duty of care and the safety of both people and property.

Priorities:

CTWG 2.1: To set out risk management plans for the tree population.

CTWG 2.2: To survey all Council owned trees and woodlands, incorporating risk management.

CTWG 2.3: To undertake maintenance works in support of duty of care.

Policy CTWG 3

The Council will maintain its trees and woodlands in a way that demonstrates best practice, providing worthy examples of management for others to follow.

Priorities

CTWG 3.1: To provide plans for long term management and development of trees and woodlands as essential components within the landscape.

CTWG 3.2: To ensure the best use of resources is made during the planning of operations.

CTWG 3.3: To supplement the Council's spending by seeking additional funding from external sources where ever possible.

CTWG 3.4: To realise any economic potential of trees, and woodlands, or materials generated from them, where this does not conflict with the other policies and priorities of the Strategy.

CTWG 3.5: To develop a pest and disease control strategy in conjunction with neighbouring Council's where appropriate.

Policy CTWG 4

The removal of trees and woodlands shall be resisted, unless there are sound Health and Safety or arboricultural reasons.

Priorities

CTWG 4.1: The removal of healthy trees in response to complaints shall be resisted unless the complaint has an overriding justification and no alternative management practice can be implemented.

Policy CTWG 5

The Council will encourage a better understanding of tree and woodland management and in so doing promote community involvement.

Priorities

CTWG 5.1: To identify trees and woodlands of particular interest and develop a method of consultation with local residents and Parish Councils on works to be undertaken.

CTWG 5.2: Continue to support a voluntary urban tree warden scheme to work with officers to encourage community involvement in tree planting and management.

CTWG 5.3: Develop a practical consultation protocol supported by sufficient resources to ensure successful implementation.

Policy CTWG 6

The Council will encourage an increase in tree cover by new and replacement planting, placing great emphasis on use of appropriate tree species.

Priorities

CTWG 6.1: To develop a planting plan that sustains the tree population, with emphasis on the long-term replacement of mature and over mature trees.

CTWG 6.2: Allocate a percentage of the total tree budget to fund the replacement of dead or inappropriate trees.

CTWG 6.3: As and when the prospect arises, to work with other organisations to secure additional funding streams for the management of tree stock.

6.2 Street Trees

The City has approximately 14,000 street trees which have to survive in a difficult roadside environment. Utilities demand space, as do road signs and streetlights. The limited space is made all the more challenging because of polluting car emissions, road salt, oil and other contaminants. Against the odds trees can and do survive, albeit with a limited life expectancy.

The character of Peterborough's street trees varies considerably, from the older Victorian planting in roads like Broadway, the inter-war developments such as Dogsthorpe, to the newer developments built by the Peterborough Development Corporation. The Victorian areas contain large old trees, many of which are managed as pollards. Today there is access to a wider range of smaller ornamental trees that are suitable for restricted sites.

Many of Peterborough's streets have tree populations that are over-mature. Such trees are vulnerable to climatic change, disease and damage. As time progresses this over-mature population of street trees will be disappearing as individual trees deteriorate and have to be removed. In these areas new trees could be introduced between the mature specimens to ensure that there will be continuous future tree cover.

As a result of the 1998 Tree and Woodland Strategy a survey was undertaken to plot the approximate location of all street trees. Resources have prevented this work progressing further to-date. Cyclical maintenance is currently limited to the re-pollarding of Victorian pollarded Lime trees within the urban area on a bi-annual basis, and the removal of epicormic growths annually. The program is divided into the City wards. Several are selected to receive attention each year.

Street tree policy (ST)

Policy ST 1

To endeavour to protect street trees from threats such as loss of verges and damage to same.

Priorities

ST 1.1: To develop a robust cyclical management plan in conjunction with the risk management strategy and a detailed resource analysis.

ST 1.2: Work with and monitor the activities of utility companies in order to minimise accidental operational damage to trees.

Policy ST 2

To place a priority on the replacement of ageing street trees; particularly where these adjoin major traffic routes. Planting will ensure the selection of the most appropriate species for the location.

Priorities

ST 2.1: To plant new and replacement street trees in appropriate sites, giving priority to streets where trees are currently standing or have been in the past.

ST 2.2: In streets where tree planting is not possible in pavements or verges, to encourage residents to plant trees in their front gardens.

6.3 Trees In Residential Areas

A large proportion of public sector housing in the City was built by the Peterborough Development Corporation. Extensive planting of both trees and shrubs took place on small open spaces in close proximity to these properties using a limited range of stock.

Quick growing species were often chosen and planted to provide rapid temporary greening of the new areas with extensive shrub beds and group planting of trees. Many trees were planted at high densities, either without consideration of the future growth potential or with the intention that they would either be thinned or that there would be high failure rates.

Present management concentrates on dealing with complaints from residents. These generally stem from the large number of trees planted within a restricted area in close proximity to housing.

It is estimated that there are over 50,000 individual trees in North and South Bretton, Orton Waterville, Paston and Ravensthorpe alone. Currently cyclical management of these trees has not been achieved.

Residential area tree priorities (RA):

RA 1: To develop a robust cyclical management plan in conjunction with the risk management strategy and a detailed resource analysis.

RA 1.1: To commence a removal, and where suitable, replacement program of trees that, in the judgment of a qualified arboriculturist, are clearly of a size and species inappropriate for their location.

RA 1.2: Where replacement planting of any persuasion is inappropriate, to plant new trees nearby instead of the location that has been cleared.

6.4 Parks and Open Spaces

Trees are fundamental to the structure of parks and very important contributors to the environment of the area. The nature of different parks and green spaces is very variable. For example, Central Park has a declining tree population displaying over maturity in comparison to Bretton Park with younger but neglected stock now in great need of selective thinning. The latter is now urgently required to prevent very high losses over the next ten years. For this reason management has to be planned on a site by site basis.

Certain newer areas of Peterborough contain large open spaces of short grass and minimal structure planting. These areas are ideal for enhancement. Research within The Woodland Trusts "Trees or Turf" report aims to demonstrate that management of woodlands could be markedly cheaper than maintaining some types of grassland. By creating small woodlands on such amenity grassland opportunities for wildlife can be promoted in addition to landscape enhancement.

Since 1998 several parks have been surveyed and essential works carried out. These include Central Park, Ifter Park, Stanley Recreation Ground and Cherry Orchard Recreation Ground. There are approximately 30,000 individual trees on these sites.

Park and open space tree priorities (POS):

- POS 1.1: To develop a robust cyclical management plan in conjunction with the risk management strategy and a detailed resource analysis
- POS 1.2: To ensure that trees are fully integrated within management and improvement plans for Parks and Open Spaces.
- POS 1.3: To commence a replacement program that incorporates a diverse range of tree species and where appropriate, to re-establish historic landscapes.

6.5 Woodland

Cambridgeshire and Peterborough are amongst the least wooded areas in the UK. The total area of woodland, of 0.1ha and over, is 12,325ha. This represents 3.6% of the county land area. A considerable proportion of this is ancient semi-natural woodland which represents a valuable wildlife and landscape resource.

The City Council owns six ancient woodlands, managing Grimeshaw Wood (including Highlees Spinney), Pockock's Wood in Bretton and leasing the others to Nene Park Trust and Woodland Trust. These areas amount to approximately 27 hectares and have attracted the designation of Local Nature Reserves.

The typical composition of local ancient woodland is Oak, Ash and Field Maple, traditionally managed as coppice with standards for timber production. Such management ceased early last century and many woodlands have now become neglected or replaced with softwood plantations on ancient woodland sites (PAWS).

Peterborough contains 78 hectares of wet woodland habitat across 73 sites. Of these, the majority are less than 1 hectare in size. Wet woodland is nationally and locally rare. It is a priority habitat within the Cambridgeshire and Peterborough Biodiversity Action Plan owing to a rich diversity of habitat. Opportunities to create new wet woodlands will be sought in accordance with the wet woodland audit completed within 2004 by a partnership of organisations including the Forestry Commission and the City Council.

A new woodland management plan is required that will detail work prescriptions for the next 20 years, and long term objectives to sustain them for the next 50 years. Neglect over the last 75 years, in addition to close proximity of new urbanisation, has taken its toll.

The management plan would set a strategy ensuring preservation of integrity and that operations would be sensitive to matters of ecology and sustainability. In drawing this up extensive consultation would be required with local and regional groups. The plan would not only conform to the UK Forestry Standard but also assist with further applications for grants from the English Woodland Grant Scheme.

Woodland policy and priorities

Policy CW 1:

The Council will aim to achieve sustainable management of its woodlands as determined by guidance within a revised Woodland management Plan.

Priorities:

CW 1.1: To produce a Woodland Management Plan for all woodland owned by the City Council. This plan would demonstrate the following desires:

- To maintain continuous tree cover and manage the woods towards sustainability.
- To make provision for public access.
- To maintain woodland boundaries, combat fly-tipping and other anti-social behaviour.
- To improve the range of habitats within the woods.

- To increase biodiversity and control invasive species.
- To preserve the historic features in the woodlands.
- To increase the amount of standing and fallen deadwood (where this does not compromise safety.)
- To provide educational opportunities.
- Restore coppice interspersed with standards.
- Encourage suitable natural regeneration.
- Encourage community involvement where appropriate.
- To attempt to plant trees of local provenance.

6.6 Urban Woods

The areas originally classified as shelterbelts were planted by the Peterborough Development Corporation in the 1970's and 80's as part of the landscape master plan. As time has passed the function of this planting has shifted and today the title of Urban Woodlands is more appropriate. These woodlands cover a total area of 250 hectares and have approximately 400 miles of boundary alongside roads, residential, commercial and industrial premises.

These trees are a mix of planted natives, those naturalised and shrub species that are characteristic of a woodland setting. The mix is predominantly made up of fast growing species which continue to mature. Components of the Peterborough Development Corporation management plans were implemented, but the time has come for a new management plan to direct operations in the light of the current urban woodland content and condition in 2012. Such a revision would support an application to the Forestry Commission under the English Woodland Grant Scheme.

Limited active management is now badly affecting these urban woodlands, their quality and ability to fulfil two of their intended functions, notably to act as visual and sound deadening barriers. Neglected woodlands become difficult to manage in a sensitive or cost effective manner.

Policy UW 1:

The Council will manage the urban woodlands towards sustainability in accordance with the objectives and guidance set out in a revised Urban Woodland Management Plan.

Priorities:

- UW 1.1: To produce an Urban Woodland Management Plan for all woodland owned by the City Council with the following aspirations:
- To manage the woodlands on towards sustainability.
 - To manage the woodlands to provide continuous woodland cover.
 - To maintain and enhance landscape amenity.
 - To increase biodiversity and maximise wildlife habitats.
 - To provide opportunities for improved access and recreation, where appropriate.
 - To protect and preserve archaeological and cultural features.
 - To include measures that can assist with adaptation to climate change, as well as to maximise capacity for carbon sequestration.
 - To identify potential new sites for woods and encourage their creation adjoining existing woods and, where appropriate, making full use of natural regeneration.
 - Replacement trees to be established by natural regeneration and enrichment planting.

- To attempt to plant trees of local provenance.

Policy UW 2:

The Council will encourage community involvement, consult with residents when work is proposed and seek to address the problems of anti-social behaviour in urban woodlands.

Priorities:

UW 2.1: Produce a protocol for communicating details of tree works proposed and to be a good neighbour ensuring that operations are undertaken in a manner sensitive to the wishes of residents.

UW 2.2: To encourage public appreciation, recreational use, enjoyment and community involvement.

UW 2.3: Introduce measures to control vandalism, unauthorised tipping, the dumping of waste and litter and resident encroachment.

6.7 Village and Rural Trees

Many of the trees in the villages and rural areas are privately owned. In spite of this the Council still has responsibility for a significant proportion which total approximately 5000. These trees being approximately up to 200 years old are amongst the oldest managed by the Authority.

Locally, Elm was one of the most important trees. When Dutch Elm Disease struck this dominant hedgerow tree was lost. Considerable areas of relatively denuded landscape have not been replaced, particularly within areas of more intensive farming. To this day there remains reliance upon Elm regeneration that exists within a continual state of growth followed by disease related decline. Planting of Ash or Oak would lessen dependency within the landscape upon this regeneration.

Distinctive village scenes can be maintained and enhanced by planting trees that originally generated such landscapes. The use of native species will be prioritised within locations where appropriate i.e. rural verges. In certain village locations the use of non native stock may be considered where site restrictions or the surrounding landscape dictates.

Age related risks of village trees and their close proximity to property necessitates frequent inspections to be followed by a programme of works based upon the findings, this followed by production of cyclical management plans. To date only a small proportion of trees alongside rural roads have been identified and inspected. It would be wise to bring these trees into cyclical management without delay so that the City Council can demonstrate duty of care.

In recent years Parish Councils and Tree Wardens, on several occasions, successfully obtained funding for trees within their wards. These trees have typically been planted on village greens and verges, in response to the village community's desire. Where possible the Council has helped facilitate these requests by offering suitable planting locations and the commitment to manage those trees planted on Council owned land.

Village and rural tree policies and priorities (VR):

Policy VR 1:

The Council will preserve and enhance the distinctiveness of village and rural trees in its ownership.

Priorities:

VR 1.1: To develop a robust cyclical management plan in conjunction with the risk management strategy and a detailed resource analysis.

VR 1.2: To replace all trees which are removed in these areas and attempt to expand tree cover if appropriate.

VR 1.3: To re-plant using suitable native trees except where this would result in loss of familiar vernacular.

6.8 New and Replacement Planting

Trees as a living organism have a finite life expectancy. Whilst relatively long-lived, the stress and strain of the urban environment significantly shortens this. Tree surveys and inspections in the City have frequently revealed a large number which are not suitable for their location in the medium to long term.

Whilst the present strategy requires that each tree which is removed be replaced, the constraint of resources means this only happens at the higher profile locations.

Many of the problems encountered during the daily management of trees can be directly attributed to the inappropriate choice of species at the time of planting. Greatest long term economic savings in tree management can be achieved by ensuring the philosophy:

“Right Tree in the Right Place”

is followed every time a new or replacement tree is selected and planted.

This will compliment the planting specifications which ensure healthy trees are established, failures minimised, and defects which could affect the mature condition of the tree removed at the time which is most cost effective.

A tree requires space in which to grow, thrive and provide its many positive benefits. To do this any proposed site should provide adequate space for the tree in the long-term. Species selection must be with consideration to the tree's likely ultimate size.

The constraints of the urban environment can make the enlargement of woodland and other habitats impractical. With fore-planning and management of open spaces and gardens that border these sites, effective buffers and extensions can be created.

Peterborough's most limiting resource is space. This needs to be used appropriately, and to greatest sustainable benefit. The application of "Right Tree in the Right Place" framework will ensure new planting and natural regeneration are appropriately located and designed, and that woodland expansion is not to the detriment of protecting and restoring existing woodlands. The framework for tree and location selection is set out briefly in Appendix 2 "Right Tree in the Right Place" framework.

In some parts of the City the constraint of sufficient public space means a low number of trees. Often in these areas there are prominent privately owned sites. The Council has historically offered a limited financial support, via its natural environment grant scheme, to enable residents to plant such trees where these would have a direct benefit to the local environment.

Maintaining and enhancing the existing trees and woods is a priority, but opportunities to increase the size and distribution of the resource is an essential part of Peterborough's sustainable growth. Not only does the planting of trees enhance existing open space, and streets but also new developments. New planting should endeavour to expand green infrastructure.

Tree planting is the principle area where community groups and residents can take active involvement in tree management. Such involvement at all stages should be encouraged, as it significantly increases tree survival rates and provides greater sense of ownership. It therefore is also seen as an opportunity for assistance with the costs of planting through sponsorship.

New and replacement tree priorities (NRP):

Priorities:

NRP 1: To develop a detailed "Right Tree in the Right Place" framework for guiding tree selection on existing Council sites as well as for observation within the planning process.

NRP 1.1: The Council will plant appropriate new and replacement trees to ensure that the current extent of tree coverage is maintained or expanded.

NRP 1.2: To incorporate aftercare into all maintenance programmes.

NRP 1.3: Formulate a planting program with greatest priority given to appropriate sites in deprived communities, key transport corridors and gateways, large open spaces with little existing natural vegetation and finally areas within new developments, in this order.

NRP 1.4: Recognise local distinctiveness when selecting and planting trees.

NRP 1.5: Encourage community involvement, commemorative and sponsored planting schemes on Council land.

NRP 1.6: Use planning conditions and Section 106 Agreements to secure tree planting and subsequent establishment operations.

6.9 Other Sites

The City has many other trees within school grounds, churchyards, cemeteries, crematoria and other premises.

Schools contain a significant number of prominent trees offering a huge educational resource. There are significant opportunities for planting new trees within these sites and encouraging children to be involved in the planting and aftercare of these trees. External funding may be available to assist such project, e.g. from The Woodland Trust who offer free tree packs for schools.

Whilst there has been an assessment of the trees at schools, a cyclical management program is still limited. There are approximately 4,000 trees on education sites managed by the Council. Initial work needs to be extended so as to bring all trees into a management program. Several school sites have now obtained Academy status, which will become self governing. It is intended that at the point of transfer these schools will be required to continue to comply with the policies contained within this strategy.

Trees within churchyards, cemeteries and crematoria are highly prominent, enhancing the distinctiveness of their location as well as being part of the local history. Bretton Crematorium was built in ancient woodlands and so the trees very much set the tone, especially being situated next to Pooocks Wood.

Many of these trees are amongst the oldest trees in the City and those that carry the greatest level of risk. It is therefore essential that they are entered into a schedule for cyclical works.

Other site priorities (OS):

Priorities:

- OS 1: To develop a robust cyclical management plan in conjunction with the risk management strategy and a detailed resource analysis.

6.10 Landmark Trees

Trees and woodlands offer a sense of permanence in a rapidly changing City. In many instances, such as within Bretton, they are the indicators of an area's past, particularly the ancient woodlands and veteran trees that are retained within the City's landscape.

These trees and woodlands, as well as being prominent features also, by virtue of their age and size, can represent the highest degree of risk. They need space to survive and can be especially vulnerable to changes in their growing space. It is therefore important that they are identified and carefully managed to ensure their risk is minimised.

Since 1998 a register of landmark trees has been maintained. All the trees on this register are inspected annually. At the moment it extends to the trees which have been surveyed in the last six years and contains approximately 200 trees. The biggest constraints on extending the register are the amount of the tree stock which has been surveyed in that time, and the ability to survey trees on the register.

Landmark tree policy and priorities (LT):

Policy LT1:

The Council will preserve and protect trees on the landmark register.

Priorities:

- LT 1.1: To continue to survey trees and woodlands so as to find and register all landmark trees.

- LT 1.2: To extend the resources available to ensure that all landmark trees can be adequately maintained.

7 PRIVATE TREES

Many notable trees within the City grow in private gardens. The majority of land owners take a positive view of their trees and most larger landowners are aware of the grant aid schemes and sources of advice to pay for maintenance works. There is potential for further planting and schemes to promote this in order to assist with greening of the City.

As a Local Planning Authority, the Council has a statutory duty to protect trees of greatest amenity value. This section sets out the City Council's approach to the protection of privately owned trees.

Private tree and woodland general policies (PT)

Policy PT 1

The Council will seek to ensure that all trees and woodlands making a positive contribution to our environment are protected and where necessary managed to enhance that contribution.

Priorities

PT 1.1: To utilise and enforce planning powers to retain and protect trees through Tree Preservation Orders and Conservation Area status.

PT 1.2: To comment and advise on strategy and other initiatives which affect trees and woodlands.

Policy PT 2

The Council will respond to tree issues within planning applications in such a way that ensures the retention of good quality tree and woodland coverage or ensures its creation. Development will not be supported that would directly or indirectly damage existing mature or ancient woodland or veteran trees.

Priorities

PT 2.1: To be guided by best practice for a consistent approach to assessing planning applications.

PT 2.2: To consider prosecution when planning conditions are breached or there are breaches of TPOs or the requirements of Conservation Area regulations.

PT 2.3: Trees and Woodlands are to be given significant consideration within planning applications, requiring submission of surveys in accordance with British Standard 5837: 2005 "Trees In Relation to Construction- Recommendations".

PT 2.4: When granting permission set conditions for the retention, protection, planting and care of trees.

PT 2.5: Utilise commuted sums associated with Section 106 Agreements to fund the establishment of tree cover.

PT 2.6: To utilise and enforce planning powers to retain and protect good quality existing trees threatened by new development, including proposals for changes to existing properties.

Policy PT 3

The outright removal of good quality trees and woodlands shall be resisted in the absence of sound arboricultural or technical reasons such as irrefutable identification of subsidence.

Priorities

PT 3.1: To protect trees of amenity value.

Policy PT 4

The Council will promote public awareness and better understanding of tree and woodland management through use of community consultation and involvement.

Priorities

PT 4.1: To promote good standards of tree and woodland care.

PT 4.2: To encourage owners of notable trees that are worthy of protection to adopt best practices for tree care.

PT 4.3: To continue to support a tree warden scheme to reach and encourage volunteers and educate same with active involvement in trees.

Policy PT 5

The Council will encourage new and replacement tree and woodland planting, using appropriate tree species.

Priorities

PT 5.1: To require developers to submit details of tree species and numbers within their proposals.

PT 5.2: To promote tree and woodland planting where it is considered this will enhance general amenity.

PT 5.3: To encourage actions that will increase woodland in the locality.

7.1 Trees and Development

The significance of the London–Stansted–Cambridge–Peterborough (M11) Growth Corridor means there will be major investment in housing, community facilities and infrastructure. This brings with it opportunities for innovative and strategically planned tree and woodland enhancement. It is essential that trees and woodlands are recognised as an essential part of the design and fabric of growth.

Accommodating the predicted growth in Peterborough’s population and economy provides significant opportunities for a strategic approach to tree and woodland planting. There are a number of initiatives to enhance the natural environment. They all offer opportunity to increase the tree and woodland cover of Peterborough as part of the mosaic of green space and habitats. However as each has its own agenda and priorities, efforts should be made to ensure that they are coordinated and complimentary.

The scale of development which will need to take place in coming decades will facilitate significant funding for the creation of attractive and green residential and business environments. Developers have a valuable role as the key player in the majority of land use changes. They need to respect the existing trees and where appropriate incorporate tree planting within new developments.

Use should be made of planning conditions and Section 106 Agreements to ensure that funds are identified for enhancement and tree management. This should require that long term management plans are produced, with an indication of the committed source and level of resources for that management.

One of the most frequent threats to trees, and the most common reason for making a TPO, is the proposed development of land upon which trees are growing. Trees however offer considerable benefits to a development site, including a diversity of landscape, maturity, provide vital habitat for wildlife, improve air quality and provide shade, which assists in energy conservation. In order to decide which trees are suitable for retention developers and the City Council will be required to undertake a balanced assessment approach, as provided within British Standard 5837: 2005 “Trees In Relation to Construction - Recommendations”.

The Council gives pre-application advice and guidance for stakeholders such as developers, builders and architects. Schemes are frequently amended to ensure that significant trees are properly retained often through a process of working with the applicant to reach mutually acceptable solutions to the conflicts that can arise. Consideration in the future will be given to the creation of a Supplementary Planning Document in respect to trees and development as part of the Local Development Framework process.

Tree and Development policies (TD)

Policy TD 1

The Council will reject development proposals with inadequate provision for the retention of good quality trees and woods. The Council will encourage woodland creation and tree planting in all new developments.

Priorities:

TD 1.1: To utilise and enforce planning powers to retain and protect existing trees within new development as well as trees threatened by proposed changes to existing properties.

TD 1.2: To monitor and enforce planning conditions of consent, where necessary.

7.2 Protecting Trees

The Council has powers to make and enforce Tree Preservation Orders (TPO) and designate Conservation Areas within which all established trees are protected, and only in cases of potential threat it will seek to legally protect trees by use of TPO. Resources rarely allow the proactive use of orders or the required updating and re-surveying.

The implementation of such statutory restrictions on the rights of a landowner is always a potential source of conflict and difficulty. However, many of our finest trees and woodlands would not be part of our landscape today if such protection had not been used. Equally it is noted that the creation of "Friends of" groups may have also safeguarded some of these assets.

The resource of privately owned trees within the City is a significant asset to its population. Not only do these trees often form some of defining characteristic of our townscape and countryside equally they provide an essential element of the City's Green Infrastructure, providing microclimates, wildlife habitats, connectivity of habitats etc.

Protection has not only been achieved through the statutory process. A substantial number of trees have been saved from inappropriate pruning or premature felling by the offer of expert advice from the Council's officers. Advice is offered to the owners of protected trees and other residents within a Conservation Area. This advice is offered free and is seen as a valuable part of tree protection and creates significant efficiency for those residents wishing to undertake tree works. The quality of private tree care is very variable and ranges from owners who are completely indifferent, through motivated but poorly advised owners, to those who take great pride in their trees and are anxious to seek the best advice and engage quality contractors to carry out required work.

Statutory Protection

Under the Forestry Act 1967(as amended) permission from the Forestry Commission to fell growing trees is often required. This permission is granted via a Felling licence. Typically an application would be required where trees above a certain stem diameter above ground level or more than 5 cubic metres of timber is felled within a given calendar quarter.

In conjunction with its duty, as set out in the Town and Country Planning Act, the Council will incorporate policies relating to Trees and Woodlands within its Local Development Framework. Policies protecting trees exist within the Core Strategy and Planning Policies Development Plan documents.

There are over 350 TPOs and 29 Conservation Areas. The pressure for development necessitates the pro-active use of TPOs, however the limited resources makes this generally impractical, and TPOs therefore tend to be used reactively when a threat to the condition or retention of a tree is known.

Since 1998 the Council has prioritised and reviewed many of the older TPOs. This process has now halted due to the lack of resources.

The work on trees protected by a TPO or in a Conservation Areas places a duty on the tree owner to be granted permission from the Council prior to undertaking the work. The Council has a duty to respond to these requests within 8 or 6 weeks respectively.

Protection through Advice

Free advice is provided by the City Council and is seen as an important area of work contributing to the general protection of the tree population. When it is sought in conjunction with planning and TPOs this makes the process more efficient and therefore provides a cost effective service.

There are, unfortunately, many people willing to offer tree advice which is inaccurate, and may have serious consequences for the tree and its owner. Arboriculture is an established technical discipline where qualifications at various levels are available. Research is carried out to further our knowledge of trees and their care, good advice is available and should be sought from reliable sources. Tree owners should be aware that research has resulted in updated and substantially changed tree management in the last 20 years. Consequently, any person offering advice should keep their knowledge up to date, through membership of an appropriate professional body.

Also of concern is the number of people who carry out tree surgery work whose technical abilities are poor. This can lead to low standards of work, which are not in the interests of the tree or its owner. Reputable companies, capable of working to recognised standards of work (such as "British Standard 3998, 2010, Recommendations for Treework"), are few in the City area, this factor alone results in many trees being unnecessarily damaged by unsuitable and unsympathetic "pruning".

The Arboricultural Association produces a list of contractors and consultants who have been examined and found to reach recognised standards. However, whilst the list continues to grow, the numbers are at present fairly limited and not well spread geographically. The Council is unable to recommend contractors owing to the need for detailed assessment and potential legal liabilities on the Council. Advice leaflets directing residents to seek the services of a competent contractor/consultant are however offered along with useful guidance provided by the Arboricultural Association.

Private protecting trees policies (PP)

Policy PP 1

There will be a presumption against the cutting down, topping, lopping or uprooting of any tree subject to a Tree Preservation Order (TPO) or tree within a Conservation Area, worthy of TPO status (these may include ancient and veteran trees). The Council will not give consent to fell a protected tree or woodland unless it is satisfied that this is necessary and justified. Any such consent will be conditional upon appropriate replacement when subject to a TPO.

Priorities:

- PP 1.1: The Council, where appropriate will continue to protect significant trees.
- PP 1.2: No objection or consent for works will be provided if the Council is satisfied that:
- The long term health and appearance of the tree is not impaired.
 - The work does not unjustifiably inhibit or prevent the full and natural development of the tree.
 - The work is necessary for the continued retention of the tree.
 - The work is consistent with good arboricultural practice.
 - The work is consistent with sound woodland management.

PP 1.3: Consider TPOs for all appropriate trees on land which is no longer the responsibility of the Council.

PP 1.3: To maintain records of TPOs and complete the appraisal of older TPOs. Where necessary revoke old Orders and serve new ones.

8 IMPLEMENTATION

To secure the long term health of the region's trees and woodlands the philosophy of the "Right Tree in the Right Place" must be widely understood. This will enable national, regional and local policy to be implemented to best effect.

Key to supporting this strategy will be resources. Delivery of the direction will require local interpretation and setting of priorities, the latter to be based upon assessment of local need, available resources and whole landscape consideration.

It is not possible to anticipate every situation, and therefore, whilst these policies guide decisions they should not be considered totally prescriptive. Individual policy should not be considered in isolation; all relevant policies should be taken into account when reaching a decision.

Allied to this document is the need for a supplementary Action Plan to coordinate the priorities and available resources.

Many different departments and agencies potentially have an interest in the benefits of this strategy and can affect its delivery. The Action Plan will indicate where major contributions are sought from others, and where the strategy is likely to assist them to determine their own priorities.

The policies will assist the Council in making strategic decisions on development and growth, economic planning, developing sustainable communities and direct asset management. Increasing the inclusiveness of local communities in these issues will be important, both for decision making, but also for active participation in management. Private owners should be encouraged and advised of the wider importance of their trees and woodlands and be involved in partnerships.

Partnerships will greatly assist the Council to identify and secure external funding and sponsorship, and contribute to achieving the aim and objectives of the strategy. The English Woodland Grant Scheme and the 'Big Tree Plant' administered by the Forestry Commission could be approached in the making of applications for funding.

8.1 Measures of Success

Implementing this strategy will lead to greater operational activity in tree and woodland management. Equally, it will increase an appreciation and understanding of trees and woodlands.

To evaluate the impact of the strategy and decide how to act and revise the priorities, a range of indicators of the present state and trends over time are needed. These indicators should include; extent, condition, management, use, and an assessment of their contribution to quality of life.

Outcome indicators relevant to the strategic objectives are as follows:

- Reducing the cost of insurance claims year on year.
- Reducing the number of emergency call-outs to damaged or failed trees.

8.2 Strategy Review

This strategy is an evolution of the 1998 Tree and Woodland Strategy and reflects the Council's key responsibilities to manage its own tree stock, to protect trees of amenity value and to secure new tree and woodland planting as the City grows.

There should be annual progress reviews to facilitate budgeting and allocation of resources. Monitoring will consider the extent and rate of progress towards achieving the priorities. More detailed reviews at five year intervals could examine policies, aims, objectives, and provide the opportunity for change or adjustment as required.

9 APPENDICES

Appendix 1: Operational Guidelines

Daylight Loss

Action will normally only be considered where the separation between the tree and the window of the nearest habitable room is less than 6m for trees with a height of over 12m, or less than half the height of the tree for smaller trees, or where the separation between the edge of the canopy and a vertical line through that window is less than 2m.

A 'habitable room' means a dining room, lounge, kitchen, study or bedroom but specifically excludes WCs, bathrooms, utility rooms, landings and hallways.

Where a situation falls within these guidelines, cases will be prioritised according to proximity, and account will also be taken of the orientation of the affected window. Further consultation may modify initial decisions. Opinions expressed by the community will be taken into account and hence will influence operational instructions.

Direct Root Damage

As with subsidence, cases of direct root damage will be considered on an individual basis. A balance will be struck between the nuisance experienced by individuals and the benefits offered by the tree to the wider community.

Drain Blockage

Trees do not have the capacity to break into a sound drain, but they will ruthlessly exploit any existing fault. The removal of one tree will not prevent other vegetation from exploiting the same opportunity.

The Council's presumption is that the appropriate way to deal with tree root blockage of drains is to ensure that the drains are watertight. Accordingly, the Council will not normally take action in response to complaints that Council managed trees are blocking drains.

Honeydew

As with leaves, honeydew is not readily controllable by pruning. Certain trees such as Lime are more prone to producing this than other species and in many respects it may be best to tackle honeydew with a routine cleansing response.

Pruning will not normally be regarded as correct response to honeydew and will certainly not be the sole method of alleviating such problems.

Leaves, Seeds and Fruit

Leaves and seeds are carried freely on the wind and are beyond the control of the Council. The presumption is that residents will be prepared to remove saplings, clear leaves from pathways and gutters and remove small twigs that have landed within their gardens. Pruning will not normally be undertaken to attempt to reduce the fall of leaves, seeds or fruit.

Obstruction of the Highway

The Council will seek to maintain adequate clearance of the highway relative to the type of traffic using that route. Complaints about low branches over the highway will be investigated and dealt with promptly.

Obstruction of street lights and road signs

The Council will endeavour to ensure that trees under their management do not obscure road signs or prevent street lamps from illuminating the highway.

The purpose of street lamps is to illuminate the public highway and where adequate illumination of the highway is present, the Council will not normally take action to improve the levels of illumination of private property.

Safety

Where there is a clear and foreseeable threat to the personal safety of residents or to property emanating directly from the condition of a tree, action will be taken to minimise that risk.

Indirect risk such as leaves making pavements slippery will only be dealt with through pruning in unusual circumstances and where no other options are available.

The presentation of unfounded fear of a tree will not normally result in action to prune the tree.

Appendix 2: Right Tree in the Right Place Framework.

Landscape Impact

- Consider the existing use of the space and question whether the presence of trees would be a positive addition.
- Identify the landscape type and what constraints this will place on the selection of species.
- Examine existing habitats so as to assess their compatibility with additional trees and woodlands and therefore the latter's ability to add value.
- Establish the history of tree cover to determine whether new additions would be appropriate.

Site Constraint

- Maintain local distinctiveness.
- Assess the impact of planting on vistas.
- Consider the presence of underground and overhead services.
- Meet the statutory safety requirements of access for pedestrians and vehicles.
- Assess impact on the nearest buildings to be sure that future potential problems can be minimised, particularly subsidence.
- Prioritise sites in relation to where greatest public benefit can be realised.

Species Consideration

- Select species known to thrive on the soil type, its compaction, nutrients and available water.
- Consider space available relative to size of tree at maturity unless the tree is destined for controlled management such as coppicing or pollarding.
- Select the largest growing species the site will reasonably accommodate.
- Consider use of natural regeneration where appropriate.
- Where possible use native species.
- Maintain diversity within the tree population.
- Consider the species' tolerance to disease and wind damage.
- Consider the use of fruit tree planting as a productive and attractive feature.

Subsidence

Tree related subsidence damage is a complex issue and each case will be considered on an individual basis.

Where damage has occurred, the Council will require that adequate assessment and monitoring is undertaken to demonstrate that the tree is involved and that such evidence be submitted in support of any request for action.

Requests for action based on an unquantifiable possibility of damage occurring at an unspecified time in the future will not be considered unless there are other overriding reasons to take action.

Television and other radio equipment

There is no right to good reception and in many cases it is possible to resolve issues of tree related poor reception by finding an engineering solution. The Council will only consider requests to prune trees to improve reception after all the following conditions have been met:

- Efforts have been made to find an engineering solution to the problem and have not been successful.
- The work required is consistent with good arboricultural practice and will not unduly affect the amenity or health of the tree.
- The work required can be executed within current financial constraints.

- Consider potential nuisance of fruit fall in the autumn, slippery paths and associated requests for service to deal with problems.
- Consider potential impact on neighbours.
- Consult with local community prior to introducing new large scale planting.

Community

Consideration

Appendix 3: References

Arboricultural Association 2005, "Tree Surveys: Guide to Good practice"

British Standard 3998 "Tree Work"

British Standard 5837 "Trees in Relation to Construction"

Countryside and Rights of Way Act 2000

DEFRA 2007, "A Strategy for England's Trees, Woods and Forests"

Department of Environment 1973, Circular 90/73 "Inspection, Maintenance and Planting of Roadside Trees on Rural Roads"

Department of Environment 1975 Circular 52/75 "Inspection of Highway Trees"

Department of Environment 1978, Circular 36/78 "Trees and Forestry"

DETR 2000, "Tree Preservation Orders, Guide to the Law and Good Practice"

Health and Safety at Work Act 1974

Health and Safety Executive 2007, "Management of Risk from Falling Trees"

Forestry Commission, "The case for trees"

Management of Health and Safety at Work Regulations 1999

Natural Environment and Rural Communities Act 2006

Peterborough City Council 1998, "Tree and Woodland Strategy"

Peterborough City Council 2005, "Growing the Right Way"

Peterborough City Council 2006, "Climate Change Strategy"

Peterborough City Council 2006, "Management of Ancient Woods"

Peterborough City Council 2006, "Peterborough Open Space Strategy"

Peterborough City Council 2007, "A Place for People to Grow"

Peterborough City Council 2007, "Urban Woods Management Plan"

Town and Country Planning (Trees) Regulations 1999

Town and Country Planning Act 1990

Wildlife and Countryside Act 1981

Woodland Trust "Space for People"

Woodland Trust 2002, "Woods for People"

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EXTRAPOLATION OF PRIORITIES AND THE FINANCIAL IMPLICATIONS IN COMPLYING WITH THE TREES AND WOODLAND STRATEGY

1. Summary

Overall achieving the elements set out in the updated Trees and Woodland Strategy will require the Council to continue to resource its current efforts and in some instances modify management practices. This may have financial implications which are considered in more detail below. In many instances the cost of managing the Council's trees and woodland can be offset by seeking external funding or other changes to landscape management practices which are less expensive than existing, which may allow additional funds to be released.

An overall failure to implement the Strategy would entail non compliance with its duty of care to maintain its trees and woods in a safe condition, failure to be worthy of Environment City status or to be able to present Peterborough as the UK's Environment Capital. Associated negative effects to quality of life and the economy and cultural heritage should also be expected as should a real risk to public safety

2. Financial implications

A detailed breakdown of financial implications for specific priorities cannot be currently shown as this will be informed by the tree risk management strategy and associated action plans formulated. If necessary these documents will form the basis of further funding bids, both internally and externally. It is however possible to demonstrate the significant number of elements already deliverable within existing budgets. Where tasks are potentially considered to be only partially deliverable or undeliverable without further resources these have been identified within the table below. A colour coding has been used accordingly as detailed within the key at the foot of this page.

Key

Undeliverable without additional resources (prior to budget allocation within MTFS)	Part deliverable yet more resources required (prior to budget allocation within MTFS)		Deliverable within existing budgets

Reference	Policy/Priorities	Comments
	Deliverable within existing budgets	
CTWG 3.2	To ensure the best use of resources is made during the planning of operations.	Works ongoing
CTWG 3.3	To supplement the Council's spending by seeking additional funding from external sources where ever possible.	Works ongoing
CTWG 3.4	To realise any economic potential of trees, and woods, or materials generated from them, where this does not conflict with the other policies and priorities of the Strategy.	Works ongoing
CTWG 4.1	The removal of healthy trees in response to complaints shall be resisted unless the complaint has an overriding justification and no alternative management practice can be implemented.	Works ongoing
CTWG 5.2	Continue to support a voluntary urban tree warden scheme to work with officers to encourage community involvement in tree planting and management.	Works ongoing
CTWG 6.3	As and when the prospect arises, to work with other organisations to secure additional funding streams for the management of tree stock.	Works ongoing
ST1.2	Work with and monitor the activities of utility companies in order to minimise accidental operational damage to trees.	Works ongoing
ST2.1	To plant new and replacement street trees in appropriate sites, giving priority to streets where trees are currently standing or have been in the past.	Works ongoing
RA 1.2	Where replacement planting of any persuasion is inappropriate, to plant new trees nearby instead of the location that has been cleared.	Works ongoing
UW 2.1 – UW2.3	Produce a protocol for communicating details of tree works proposed and to be a good neighbour ensuring that operations are undertaken in a manner sensitive to the wishes of residents.	Works ongoing
	To encourage public appreciation, recreational use enjoyment and community	

Key

Undeliverable without additional resources (prior to budget allocation within MTFS)	Part deliverable yet more resources required (prior to budget allocation within MTFS)	Deliverable within existing budgets
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	involvement. Introduce measures to control vandalism, unauthorised tipping, and the dumping of waste and litter and resident encroachment.	
PT 1.1-1.2	To utilise and enforce planning powers to retain and protect trees through TPO's and conservation area status To comment and advise on strategy and other initiatives which affect trees and woods.	Works ongoing
PT2.1-2.7	To be guided by best practice for a consistent approach to reviewing planning applications. To consider prosecution when conditions of consent are breached or there are breaches of TPO's or the requirements of Conservation Area regulations. Trees and Woods be given significant consideration within planning applications, requiring submission of surveys in accordance with British Standard 5837: 2005 "Trees In Relation to Construction- Recommendations" When granting permission set conditions for the retention, protection, planting and care of trees. Utilise commuted sums associated with Section 106 Agreements to fund the long term care of trees. To utilise and enforce planning powers to retain and protect existing trees threatened by new development including proposals for changes to existing properties.	Works ongoing
PT3.1	To protect trees of amenity value.	Works Ongoing

Key

Undeliverable without additional resources (prior to budget allocation within MTFs)	Part deliverable yet more resources required (prior to budget allocation within MTFs)	Deliverable within existing budgets
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PT 4.1- 4.3	<p>To promote good standards of tree and woodland care.</p> <p>To encourage owners of notable trees that are worthy of protection to adopt best practices for tree care.</p> <p>To continue to support a tree warden scheme to reach and encourage volunteers and educate same with active involvement in trees.</p>	Works Ongoing
PT 5.1- 5.3	<p>To require developers to submit details of tree species and numbers within their proposals.</p> <p>To promote tree and wood planting where it is considered this will enhance general amenity.</p> <p>To encourage actions that will increase woodland in the locality.</p>	Works ongoing
TD 1.1	<p>To utilise and enforce planning powers to retain and protect existing trees within new development as well as trees threatened by proposed changes to existing properties.</p>	Works ongoing

Key

Undeliverable without additional resources (prior to budget allocation within MTFS)		Part deliverable yet more resources required (prior to budget allocation within MTFS)	Deliverable within existing budgets
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<p>PP1.1-1.3</p>	<p>The Council where appropriate will continue to protect significant trees.</p> <p>No objection or consent for works will be provided if the Council is satisfied that:</p> <ul style="list-style-type: none"> • The long term health and appearance of the tree is not impaired. • The work does not unjustifiably inhibit or prevent the full and natural development of the tree. • The work is necessary for the continued retention of the tree. • The work is consistent with good arboricultural practice. • The work is consistent with sound woodland management. <p>Consider TPO's for all appropriate trees on land no longer the responsibility of the Council.</p>	<p>Works ongoing</p>
<p>CTWG1.1</p>	<p>Part deliverable yet more resources may be required Following the budget allocation within the Medium Term Financial Strategy (MTFS) there will be an ongoing review of resource implications to deliver tree and woodlands, facilitates the management of resources and enables their prioritisation.</p>	<p>Currently specified within the existing Enterprise contract. Without some extra resources this survey would have taken up to 7 years. The budget allocation within the MTFS should allow more rapid progression of this work.</p>
<p>CTWG 2.1</p>	<p>To set out risk management plans for the tree population.</p>	<p>This is a desire within the folio of documents that make up this strategy. The budget allocation within the MTFS should allow the</p>

Key

<p>Undeliverable without additional resources (prior to budget allocation within MTFS)</p>	<p>Part deliverable yet more resources required (prior to budget allocation within MTFS)</p>	<p>Deliverable within existing budgets</p>
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CTWG 2.2	To survey all Council owned trees and woods, incorporating risk management.	development of such plans. Currently specified within the existing Enterprise contract. Without some extra resources this survey will take up to 7 years. The budget allocation within the MTFS should allow more rapid progression of this work.
CTWG 2.3	To undertake maintenance works in support of duty of care.	Indications are that the move towards greater pro-active management will require additional resources. The budget allocation within the MTFS should allow the works identified by survey to be undertaken.
CTWG 3.1	To provide plans for long term management and development of trees and woodlands as essential components within the landscape.	Some works are being delivered however future funding requirements will be reviewed as part of the ongoing delivery.
CTWG 5.1	To identify trees and woods of particular interest and develop a method of consultation with local residents and Parish Councils on works to be undertaken.	Some interest trees have been identified to-date. The budget allocation within the MTFS should assist delivery of this work.
CTWG 5.3	Develop a practical consultancy protocol supported by sufficient resources to ensure successful implementation.	Currently undertaken within existing Enterprise contract. Future resource implications will be reviewed.
CTWG 6.1	To develop a planting plan that sustains the tree population, with emphasis on the long-term replacement of mature and over mature trees.	Some work has already being undertaken however more resources required. The budget allocation within the MTFS should assist delivery of this work.
CTWG 6.2	Allocate a percentage of the total tree budget to fund the replacement of dead or inappropriate trees.	Currently only a small percentage of budgets can be allocated to replacement planting. Future resource implications will be reviewed.
ST1.1, RA1, POS1.1, VR1.1, OS1.1	To develop a robust cyclical management plan in conjunction with the risk management strategy and a detailed resource analysis.	Management plans are currently being created. The budget allocation within the MTFS should allow more rapid progression of this work.

Key

Undeliverable without additional resources (prior to budget allocation within MTFS)	Part deliverable yet more resources required (prior to budget allocation within MTFS)	Deliverable within existing budgets
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ST2.2	In streets where tree planting is not possible in pavements or verges, to encourage residents to plant trees in their front gardens.	Some work has been undertaken however these opportunities will be investigated within ongoing works.
RA 1.1	To commence a removal, and where suitable, replacement program of trees that, in the judgment of a qualified arboriculturist, are clearly of a size and species inappropriate for their location.	Some work of this nature has been undertaken. However existing resources limit implementation. The budget allocation within the MTFS should allow more rapid progression of this work.
POS 1.2	To ensure that trees are fully integrated within management and improvement plans for Parks and open spaces.	Proposed within the current Enterprise contract. The budget allocation within the MTFS should allow more rapid progression of these plans.
POS 1.3	To commence a replacement program that incorporates a diverse range of tree species and where appropriate, to re-establish historic landscapes.	Works started however existing resources limit the replacement programme. The budget allocation within the MTFS should allow more rapid progression of this work.
CW 1.2 -1.12	To maintain continuous tree cover and manage the woods towards sustainability. To make provision for public access. To maintain woodland boundaries, combat fly-tipping and other anti-social behaviour. To improve the range of habitats with the woods. To increase biodiversity, and control invasive species. To preserve the historic features in the woods. To increase the amount of standing and fallen deadwood where this does not compromise safety. To provide educational opportunities.	Works initiated however the historic lack of management plans limits delivery. The budget allocation within the MTFS should start to allow the delivery of this work.

Key

Undeliverable without additional resources (prior to budget allocation within MTFS)	Part deliverable yet more resources required (prior to budget allocation within MTFS)	Deliverable within existing budgets
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	<p>Restore coppice interspersed with standards. Encourage suitable natural regeneration. Encourage community involvement where appropriate. To attempt to plant trees of local provenance</p>	
<p>UW 1.2-1.11</p>	<p>To manage the woodlands on towards sustainability. To manage the woods to provide continuous woodland cover. To maintain and enhance landscape amenity. To increase biodiversity and maximise wildlife habitats. To provide opportunities for improved access and recreation, where appropriate. To protect and preserve archaeological and cultural features. To include measures that can assist with adaptation to climate change as well as to maximise capacity for carbon sequestration. To identify potential new sites for woods and encourage their creation adjoining existing woods and where appropriate making full use of natural regeneration. Replacement trees to be established by natural regeneration and enrichment planting. To attempt to plant trees of local provenance</p>	<p>Works initiated however the lack of management plans limits delivery. The budget allocation within the MTFS should start to allow the delivery of this work.</p>

Key

	<p>Undeliverable without additional resources (prior to budget allocation within MTFS)</p>	<p>Part deliverable yet more resources required (prior to budget allocation within MTFS)</p>	<p>Deliverable within existing budgets</p>
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VR1.2	To replace all trees which are removed in these areas and attempt to expand tree cover if appropriate.	Some work of this nature has been undertaken. However existing resources limit implementation to the desired level. The budget allocation within the MTFS should allow more rapid progression of this work.
VR 1.3	To replant using suitable native trees except where this would result in loss of familiar vernacular.	Some work of this nature has been undertaken. However existing resources limit implementation to the desired level. The budget allocation within the MTFS should allow more of this work to progress.
NRP1.1 1.7	<p>To develop a detailed Right Tree in the Right Place framework for guiding tree selection on existing Council sites as well as for observation within the planning process</p> <p>The Council will plant appropriate new and replacement trees to ensure that the current extent of tree coverage is maintained or expanded</p> <p>To incorporate aftercare into all maintenance programmes.</p> <p>Formulate a planting program with greatest priority given to appropriate sites in deprived communities, key transport corridors and gateways, large open spaces with little existing natural vegetation and finally areas within new developments in this order.</p> <p>Recognise local distinctiveness when selecting and planting trees</p> <p>Encourage community involvement, commemorative and sponsored planting schemes on Council land.</p> <p>Use planning conditions and Section 106 Agreements to secure tree planting and</p>	Some work of this nature has been undertaken. However existing resources limit implementation to the desired level. The budget allocation within the MTFS should allow more rapid progression of this work.

Key

	Undeliverable without additional resources (prior to budget allocation within MTFS)			Deliverable within existing budgets
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	funding for tree subsequent establishment operations.		
LT1.1-1.2	To continue to survey trees and woods so as to find and then register all landmark trees. To extend the resources available to ensure that all landmark trees can be adequately maintained.		Some work of this nature has been undertaken. However existing resources limit implementation to the desired level. The budget allocation within the MTFS should allow more rapid progression of this work.
TD 1.2	To monitor and enforce planning conditions of consent where necessary.		Currently work of this nature is very reactive. Further resources would be required to deliver a fully proactive service. Future resource implications will be reviewed.
PP1.4	To maintain records of TPO's and complete the appraisal of older TPO's. Where necessary revoke old Orders and serve new.		Work commenced but insufficient resource to complete the project. The budget allocation within the MTFS should allow more rapid progression of this work.
CTWG3.5	Potentially undeliverable without additional resources Following the budget allocation within the MTFS there will be an ongoing review of resource implications to deliver To develop a pest and disease control strategy in conjunction with neighbouring Council's where appropriate.		Currently not budgeted for. The budget allocation within the MTFS will allow the progression of this work.
CW1.1	To produce a Woodland Management Plan for all woodland owned by the City Council.		Achievable only with additional resources. The budget allocation within the MTFS should now allow progression of this work.
UW1.1	To produce an Urban Woodland Management Plan for all woodland owned by the City Council.		Achievable only with additional resources. The budget allocation within the MTFS should now allow progression of this work.

Key

Undeliverable without additional resources (prior to budget allocation within MTFS)	Part deliverable yet more resources required (prior to budget allocation within MTFS)	Deliverable within existing budgets
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Key

	Undeliverable without additional resources (prior to budget allocation within MTFS)		Part deliverable yet more resources required (prior to budget allocation within MTFS)		Deliverable within existing budgets
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Appendix C - Consultation Responses

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.0.4	The species found in point 1.0.2 would extend into Rockingham Forest - I think therefore that "different characteristics" is inaccurate.	Noted	Text changed to reflect this information
1.0.7	Clarification of what "sustainability" refers to?	Clarification now included within introduction.	Text addition.
1.0.8	The 2nd sentence should be expanded upon and re-worded - other benefits include:- aesthetic improve visual environment, break monotony, provide shade and shelter precipitation interception, provide a recreational facility amenity, woodland screening / hedging soften rather than screen demarcation, roads / pedestrians, different properties, traffic calming, wind reduction,shelterbelts, windbreaks, noise deflection barrier planting, security particulate, pollution filtration, interception, improvement of atmosphere, soil stabilisation, drainage, highlight / frame views commemoration, individual trees, woodland burials attract wildlife	Noted. Paragraph removed and benefits enhanced in section 1.3.	Text amended.
1.2.1	National average for tree cover was 11.6% in 2003 (FC RIN)"3% of the District is covered by woodland" based on what facts?	Data researched and amended.	Amended text.
1.0.3	There is little change between the edge of the Fens and Rockingham Forest in terms of species, all of the above species are common.	Noted. Paragraph re-worded.	Text amended.
1.0.6	Clarification of sustainability	Noted. Definition introduced within the introduction.	Text incorporated.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.0.9	The 2nd sentence needs to be removed and or expanded upon. Trees offer many more benefits than just improving mental health. For example: aesthetic, improve visual environment, break monotony, provide shade and shelter precipitation interception provide a recreational facility, amenity woodland screening / hedging soften rather than screen demarcation - roads / pedestrians, different properties, traffic calming, wind reduction - shelterbelts, windbreaks noise deflection barrier planting, security particulate pollution filtration, interception, improvement of atmosphere, soil stabilisation, drainage highlight / frame views commemoration - individual trees, woodland burials attract wildlife	The many benefits of trees are noted. This document aims to highlight some such benefits within section 1.3 however it can not be an exhaustive list.	Text amended to remove sentence.
1.2.2	Add Oak to urban wood description. Life expectancy comments unsubstantiated.	It is agreed that Oak does exist within the Urban woodland however the paragraph has been amended to focus on the dominance of species within such locations only.	Text amended throughout section.
1.4.3	The last three sentences need to be addressed through education.	The entire section has now been reworded following consultation. Appendix 1 has also been added to clearly explain the Council's operational guidelines in respect to commonly made enquiries.	Text amended.
1.4.4	Needs to be re-written in a more sensitive manner, this wording could induce panic!	Noted	Text changed to reflect this concern
1.4.6	Last sentence - create a city of shrubs?! This is about correct species selection really.	Noted	Sentence removed in amended text.
3.1.8	3.1.7 & 3.1.8 - not Arboriculture for woodlands - Silviculture. Needs re-wording.	It was agreed that the wording of this section was misleading and thus it was necessary to adjust the text.	Text amended.
4.0.2	Last sentence - change to - when appropriate the Council will protect trees using TPOs if the trees are identified as being	It is agreed that this wording could be amended for clarity. Often many high value trees remain unprotected when there are no identified threat.	Text amended

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
4.1.5	Needs to be "joined up" approach with Climate Change Strategy - consideration has to be given to species selection regarding potential for global warming and "exotic" pests and diseases. For example, we already have OPM - this has the potential to alter British landscapes if Oak is not planted, also Oak require sub-zero temps for seed to be viable. There is currently no mention of trees in the Climate Change Strategy.	Noted.	No text amendment.
4.1.10	Beech trees only native to southern England.	Removed from strategy.	Text amended.
4.1.9	4.1.8 & 4.1.9 - not just leaf miner - also bleeding canker.	Paragraph removed in re-draft.	Text amended.
4.1.11	Inaccurate statement - 200 tonnes is for old-growth woodland over the life of a crop. 100 tonnes is more accurate. Check PCC output figures are correct?	Noted. Data checked and amended.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
5.1.4	<p>HSE advice lifted straight from the HSE web site below - suggest summarising this and replacing text in Strategy. i.An overall assessment of risks from trees, particularly identifying groups of trees by their position and degree of public access. This will enable the risks associated with tree stocks to be prioritised, and help identify any checks or inspections needed. As a minimum, trees should be divided into two zones: one zone where there is frequent public access to trees (e.g. in and around picnic areas, schools, children's playgrounds, popular foot paths, car parks, or at the side of busy roads); and a second zone where trees are not subject to frequent public access. As a rough guide trees subject to frequent public access^{€™} are those that are closely approached by many people every day. Maps may be useful here as individual records for individual trees are unlikely to be necessary if zones and the trees in the zones are clearly defined. ii.For trees in a frequently visited zone, a system for periodic, proactive checks is appropriate. This should involve a quick visual check for obvious signs that a tree is likely to be unstable and be carried out by a person with a working knowledge of trees and their defects, but who need not be an arboricultural specialist. Informing staff who work in parks or highways as to what to look for would normally suffice. Duty holders should ensure that any system that is put in place for managing tree safety is properly applied and monitored. iii.A short record of when an area or zone or occasionally an individual tree has been checked or inspected with details of any defects found and action taken. iv.A system for obtaining specialist assistance / remedial action when a check reveals defects outwith the experience and knowledge of the person carrying out the check. v.A system to enable people to report damage to trees, such as vehicle collisions,</p>	<p>Noted. It was considered that the existing text should remain and the principles detailed within the response added throughout the redrafting of the strategy.</p>	<p>Text amendment.</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>and to trigger checks following potentially damaging activities such as work by the utilities in the vicinity of trees or severe gales.</p> <p>vi. Occasionally a duty holder may have responsibility for trees that have serious structural faults but which they decide to retain. Where such a condition is suspected and the tree also poses a potentially serious risk because, for example its proximity to an area of high public use, a specific assessment for that tree and specific management measures, are likely to be appropriate.</p> <p>vii. Once a tree has been identified by a check to have a structural fault that presents an elevated risk, action should be planned and taken to manage the risk. Any arboricultural work required should be carried out by a competent arboriculturist, as such work tends to present a relatively high risk to the workers involved. Duty holders should not be encouraged to fell or prune trees unnecessarily.</p> <p>viii. Inspection of individual trees will only be necessary where a tree is in, or adjacent to, an area of high public use, has structural faults that are likely to make it unstable and a decision has been made to retain the tree with these faults.</p> <p>ix. Monitoring to ensure that the arrangements are implemented in practice.</p>		
5.2.3	Poorly written - "arboriculturalist" should be changed to individual if referring to woodlands as well. Drop the 5837 reference.	Agreed that sentence required redrafting.	Text amended.
5.2.5	Software also allows for more accurate budget control and resource management.	Suggested amendment agreed	Text amended.
Policy CTWG 1	What does 'establishment directed' mean?	It was agreed that further clarity was required within the policy and thus it was subsequently redrafted.	Text amended.
Priorities for CWTG 5	Tree Wardens already in existence	Confirmed. The drafting error is accepted and the wording amended accordingly.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Priorities for CWTG 6	Veteran Trees need alluding to.	Noted. The Council understand the importance of such trees and cover their protection within the Landmark tree section.	No text amendment.
6.2.4	Incorrect statement?	Statement corrected.	Text amended.
6.3.2	This statement should not be in a Strategic document.	Noted and removed	Text removed.
6.3.5	These need re-writing, particularly RA 1.1 & 1.2	Some further clarity has been introduced within the redrafting of these priorities.	Text amended.
6.5.4	Only indicate that the woodlands need to be covered by Management Plans following Industry Best Practice.	Noted. Text redrafted.	Text amended.
Policy CW 1	Define/measure sustainability?	Noted. Defined in introduction.	Text amended.
Priorities for CW 1	In an ideal world, these targets are fine, but in the current economic climate, unrealistic. Suggest these headings are left sufficiently open to interpretation. If the budget is not available, then these "ideals" cannot be met.	Noted. The wording of the priorities has been amended to allow flexibility within the delivery, owing to potential resource implications.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Policy UW 1	<p>As far as I am aware, we do not have an Urban Woodland Management Plan. The shelterbelts will be the biggest challenge in terms of management due to current stocking densities, access, age & location. At around 30 yrs old, these belts should have been thinned at least 10 yrs ago, due to the high densities most of the trees are whippy and thin, any thinning will result in large numbers of trees succumbing to the effects of windthrow. Due to the location of these belts and access problems, H&S would make any such operation virtually impossible. The timber has no commercial value due to the size of the trees, volume, access and H&S issues. Thinning to waste would be a solution, providing some benefit in terms of deadwood habitat, but this would create huge operational cost implications, aside from the H&S aspect. The only real low cost solution that would also be environmentally acceptable would be to coppice these belts, a rotation length and coup size would need to be decided upon. The H&S aspect would still however need to be addressed. The initial cuts would leave large piles of timber on the ground which would need to be considered in terms of risk to the highway and anti-social behaviour. Removing these piles would be costly. Once into a rotation however the material cut would subsequently be less of a problem. An arbitrary 10 year coppice cycle would be a sensible approach with selective stems retained as an overstorey. An example of how successful this is can be seen in Svenskaby in Orton Wistow.</p>	<p>Noted. The Council agree with the comment raised and it is hoped that with the intended proactive management envisaged that the Urban Woodland Management Plan may contain such suggestions.</p>	<p>Text amended.</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Priorities for UW 1	I would suggest that these priorities are removed. There needs to be an over-arching policy statement that covers (not sure if I put this on section 6.5 and can't open to read it again!) shelterbelts and woodland, this would cover aims, objectives and sustainability ideals. This policy statement would be rather meaningless if produced without knowing what is in these blocks. It is not possible to use the headings below for all the blocks/belts for example - continuous cover principles are complex, management is expensive and to practice this form of management an acquired level of knowledge, skill and understanding of silviculture is required. PCC does not have that resource. Management plans need to be produced for each woodland block and shelterbelt based on their current condition and make up considering all environmental aspects, location, constraints & opportunities.	Noted. The formulation of management plans will enable the Local Authority to determine the suitability of which priorities to apply. The text has been redrafted to demonstrate this consideration.	Text amended.
Priorities for VR 1	1.1 frequency yet to be determined	Noted. Reference to exact frequency removed.	Text amended.
Priorities for PT 5	5.1 - remove, cover in next section	Change accepted.	Text amended.
	At the recent PC meeting it was resolved to submit the following response to the strategy as a whole: 'Whilst this is a good piece of work it contains too many generalities, lacks any real bite and totally fails to provide a clear action plan with associated milestones'.	Noted. It is hoped that the amendments to the strategy will provide greater direction while associated Neighbourhood plans and Risk Management Strategies will provide clear milestones and actions.	Text amended throughout.
7.1	Section 7 needs re-writing as it is badly written, it is disjointed and some of the statements are incorrect. The reference to BS5837 needs to be presented factually and methodically without subjective comments. Reference also needs to be made to internal applications with regards to setting the standard for all planning apps.	Redrafted for clarity.	Text amended.
7.2.1	Sentence 2 refers only to Cons Areas. Needs to be removed or re-written.	Re-drafted for clarity.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
7.2.8	Re-write	Agreed. Redrafted	Text amended.
7.2.10	Free advice to Cons/TPO/DC/Hedges only	Noted. Text amended for clarity.	Text amended.
7.2.12	3998:2010	Noted. Updated	Text amended.
7.2.13	Needs re-writing	Noted. Paragraph redrafted for clarity.	Text amended.
Policy PP 1	Re-word 2nd & 3rd sentences to reflect difference between TPO/Cons and process.	Noted. Policy amended to reflect difference.	Text amended.
Priorities for PP 1	1.1 - where appropriate 1.2 - wording - 'consent' - Cons Area needs to be referenced. 1.8 - remove?	Noted. Amendments agreed.	Text amended.
8.0.7	Last sentence - FC do the EWGS	Noted. Text amended for clarity	Text amended.
	c1, 1 & u2 need to mirror detail in main strategy	Noted. The summary of policies now mirror the main strategy.	Text amended as appropriate.
	TD 1 needs re-writing in line with BS5837 PP1 needs re-writing	Noted. The section has been re-drafted to aid clarity.	Text amended
	Daylight loss needs re-writing. Not sure that the reasoning is sound. Drains needs to be assessed on a case by case basis. Highways statement needs to be based on the correct Highways Act Sections e.g. 136, 154	Noted. These operational guidelines are currently considered to be clear however the current contractor may wish to add further clarity as these standards are operated.	No text change currently made.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>General comments. This document struggles to maintain it's strategic purpose in places, there are subjective comments, obvious mistakes and sweeping statements. Without some fundamental changes, this document is not worth the paper it is written on and as is, merely 'serves the purpose' of PCC being able to proclaim that they now have a Strategy. Before this strategic document is ratified, in whatever form, it is important for officers and members to be sure that the document can be financed, resourced and delivered. As is, the current financial climate will prohibit many of the ideals within this paper which will ultimately lead to failure. Members and senior staff need to recognise that PCC have staff with the specialist skills required to deliver a meaningful Strategy and should rely on this expertise to guide, advise and ultimately prepare a finished document that is meaningful. It is important that this strategy is a 'real' document to those who will be responsible for implementing it. Too often, strategies can be unrealistic and undeliverable.</p>	<p>Noted. The strategy has been amended with the aim to provide clarity and direction throughout. The detailed financial implications of the strategy have been considered and has resulted in a capacity bid going into the forthcoming financial year.</p>	<p>Amendments made throughout document</p>
1.0.1	<p>Suggest re-wording: "Peterborough contains a number of contrasting and many distinctive landscapes including Fenlands, Claylands, River Valleys, Gravels and Limestone, as identified in the Cambridgeshire Landscape Guidelines (1991)".</p>	<p>Noted. Section re-worded yet suggestion not used.</p>	<p>Entire section re-worded.</p>
1.0.3	<p>Suggest re-wording; "To the west of the city the land becomes more undulating and forms the eastern extent of the Rockingham Forest character area. There are frequent ancient woodlands, many of which are of high nature-conservation interest are attractive landscape features in their own right. Fields and roads are bound with treed hedgerows which link a patchwork of woods".</p>	<p>Noted. Suggested amendment accepted.</p>	<p>Text amended</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.3.4	I think the trees on our network of parkways are some of the finest around and maintenance and replacement when required is a must to preserve the beauty we are so privileged to have.	Noted. The supportive comments are welcome and the strategy aims to provide the direction to preserve and maintain these assets.	No text change required.
4.0.3	A new update of our trees in Eye is long overdue	Noted. The strategy aims to survey the Council owned trees within the village as part of its pro-active management system.	No text amendment.
4.2.3	I think certain areas in Eye could benefit from more hedgerows following a survey for suitability	Noted. The Council support the proposals for more hedgerows within the village of Eye yet consider that this falls outside the scope of the Strategy. The Natural Environment Small Grant Scheme is considered to be an ideal opportunity to assist funding hedgerow planting opportunities delivered through the Parish or Community Groups.	No text amendment.
1.1	There are a number of instances of errors in the text/poor grammar which weaken the impact of the document.	Noted. An attempt has been made to remove all such mistakes.	Amendments made throughout document.
1.0.7	Text appears incomplete or meaningless?	Noted. Re-drafted entire section.	Text amended.
1.4.2	What dilemma? Only one?	Noted. Sentence removed within re-drafting section.	Text amended
1.0.10	This refers to 'its trees and woodlands' as though it only relates to PCC. There is lack of clarity as to what this document is intended to cover.	Noted. The introduction has been expanded to more clearly define the strategies main aims.	Addition text added to introduction.
2.0.1	Surely there must be a real vision for the Woodland Strategy which fits with Peterborough's aspiration to be an Environment Capital? As written this is non-specific and uninspiring	Noted. The strategy has been amended to provide a clearer vision on its aspirations to become Environment Capital whilst fulfilling our legal duties in respect to tree management.	Text amended throughout document.
2.1.2	How do inspections and maintenance enhance diversity?	Noted. It is agreed that the sentence does not make sense .	Text amended to provide clarity.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
2.1.1	i.e. should presumably be e.g.? What about developers, private land owners and parish councils as further examples	Noted. Example now removed as it was considered inappropriate within a policy.	Text amended
2.1.3	This implies there is an unstated aim to comply with PCC's legal duties and attend to resident's concerns. There is a complex balance to be struck between amenity / safety / biodiversity and other issues which isn't well reflected and it doesn't just affect PCC owned trees!	Noted. The wording of the paragraph was considered weak and thus expanded to offer clarity and a more detailed aim.	Text amended.
2.0.3	Woodland population implies people living in the woods! This just seems to lack any conviction. What about the Forest for Peterborough? Environment Capital?	Noted. Text amended to avoid confusion. The word 'resource' has been substituted.	Text amended

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>There seems to have been a failure to identify the issues and then consider options to address those issues. Issues which spring to mind: Distinction between PCC's role as owner of trees, its enforcement duties as planning authority and its role as a funder of projects. Aspiration to be Environment Capital. Creation of more woodland (Forest for Peterborough) and amenity planting (not necessarily the same thing). Management of existing woodland and amenity plantings (Public/Private/Recent Developments). Lack of Management information about existing resource. Tension between screening development and impact on residents/buildings. Impact of change when correcting mistakes of the past. Funding. Distinction between policies for rural and urban woodland areas - woodland has different role to play depending on its context. Roadside trees and Highway safety. Safety of trees in other areas e.g. playgrounds, adj public Rights of Way. Tree safety inspection policy. Excessive screening causing security issues. Lack of public understanding re coppicing / pollarding / harvesting trees. Conflict between TPO's / Damage to Buildings / Tree Safety issues. Disease issues affecting tree species choice / use of imported trees and other plants. Measures to control / limit impact of disease spread. Use of contractors / in house staff to work on PCC's areas.</p> <p>It would be helpful to clarify how this document sits in the context of the Local Development Plan. If completely outside are there policies within the LDP which are relevant to cross reference?</p>	<p>The concerns raised are welcomed. It is hoped that amendments to the strategy help to address some of these issues. Amendments have been made to more clearly define the Council's roles; enhanced reference to Environment Capital and Forest For Peterborough projects; the need for a Tree Safety Strategy; the use of wider public consultation/education; recommendations for using tree stock of local providence; the formulation of a pest and disease control strategy and an explanation of the current contract arrangements.</p> <p>Noted. There are policies within the current LDF that protect, enhance and preserve the woodland within the city. It is considered that the Strategy should not aim to reiterate those policies with the planning policies document, instead they should support the strategic direct detailed within them.</p>	<p>Text amended throughout.</p> <p>No text amendment.</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
3.1.3	Currently reads: Partnerships can be guided by and qualify for funding from the Woodland Trust under the Space for People™ initiative. Suggest it should read: Partnerships can be guided by and qualify for funding from the Woodland Trust under the "Morewoods"™ scheme.	Noted. The proposed amendment is agreed and the text changed accordingly.	Text amended
3.2.1	CPRE Peterborough & Cambridgeshire feel that trees also play an important part in rural areas adding to their setting in the landscape.	Noted. The Local Authority agree with this statement and propose to include the following sentence: "Trees also form a defining role within our rural landscape character."	Text amended
4.0.2	CPRE Peterborough would encourage Peterborough City Council to involve local communities in TPO's as they can be divisive in rural communities.	It is not always considered appropriate to involve the community in the creation of new TPOs. It is however accept that wider consultation may sometimes be required. The addition of the following text is therefore suggested: "Where considered appropriate wider consultation, in excess of Trees Preservation Orders 'A guide to the Law and Good Practice', will be undertaken prior to confirmation".	Text amended as detailed
4.1.2	Peterborough Local Access Forum would like to ensure that public access is protected & enhanced where applicable.	The need to balance public access against conserving biodiversity is accepted by the authority. In order to strengthen this consideration reference has now been included within section 4.2.	Text amendment within section 4.2.
4.1.11	Glington & Peakirk Green Group would like to encourage Peterborough City Council to aim for a higher target for CO2 sequestration & suggest that offsetting may be a useful tool for encouraging private developers to plant more trees.	Noted. Data on carbon sequestration has been amended with new figures from Forest Research used within the strategy. Schemes to encourage developers to plant more trees may be considered when case studies demonstrate a proven incentive. Work of this nature is ongoing through the Forest for Peterborough project.	Data amended

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
3.1.15	<p>The Woodland Trust urges you to adopt its Woodland Access Standard as an indicator or measure of success. Current figures are: Peterborough 9.2% of the population has access to a 2ha+ wood within 500m of their home. England 14.5% of the population has access to a 2ha+ wood within 500m of their home. UK 15.6% of the population has access to a 2ha+ wood within 500m of their home. The Woodland Trust would be pleased to see more access to woodland for the people of Peterborough and strongly supports your suggestion to plant new woodlands. The Woodland Trust has worked with many Local Authorities on woodland creation projects and would be pleased to work in partnership on this.</p>	<p>Although not formally adopting the Woodland Access Standard, the Strategy has been amended to demonstrate that the Council will endeavour to deliver on these targets.</p>	<p>Text amended to reference standards.</p>
Priorities for CWTG 6	<p>The Woodland Trust is pleased to see that you plan to sustain tree cover, however, we would encourage you to aim for an increase in tree cover. We would also encourage you to plant two trees for every one removed. This would allow for some young trees not surviving and would help move towards an increase in tree cover. The UK is one of the least wooded areas of Europe, with just 11.8% woodland cover compared to around 44% for Europe as a whole. The Woodland Trust is therefore working to achieve its ambitious aim of doubling native woodland cover by 2050.</p>	<p>The Council accept the need to encourage expanding tree cover and have thus strengthened the policy by including this within the draft.</p>	<p>Text amended</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Priorities for POS 1	We would urge you to plant two trees for every one cleared. Rationale: The Woodland Trust believes that woodland creation is especially important because of the unique ability of woodland to deliver across a wide range of benefits“ see our publication Woodland Creation“ why it matters (http://www.woodlandtrust.org.uk/en/about-us/publications/Pages/ours.aspx). These include for both landscape and biodiversity (helping habitats become more robust to adapt to climate change, buffering and extending fragmented ancient woodland), for quality of life and climate change (amenity & recreation, public health, flood amelioration, urban cooling) and for the local economy (timber and woodfuel markets).	The Council support the proposal to expand tree cover however it is considered inappropriate to impose a two for one planting priority within the strategy. It is often considered that constraints may sometime prevent the full implementation of this suggested policy. Deviation from the strategy may then weaken the strength of the document and create wide spread devaluation of its content. Equally on certain occasions the council may wish to exceed the two for one proposals if appropriate.	No text amendment.
6.4.2	The Woodland Trust has recently launched a report entitled “Trees or Turf”™. The report can be downloaded from our website: http://www.woodlandtrust.org.uk/en/campaigning/our-views-and-policy/woods-for-people/Pages/treessavemoney.aspx The report shows that Local Authorities can actually save money by planting tress (as opposed to mown grass). This adds to the benefits already mentioned in this paragraph.	The Council welcome this research document and have now referenced it within this section of the strategy.	Additional text added.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Priorities for CW 1	<p>The Woodland Trust suggests that an additional priority should be to ensure that ancient woodland is fully protected. Rationale: Ancient woodland (land that has been continually wooded since at least AD1600) is our richest habitat for wildlife being home to more species of conservation concern than any other habitat (supporting some 232 species as outlined in the UK Biodiversity Action Plan, 1994, almost twice as many species of conservation concern as any other habitat e.g. more than twice as many as chalk grassland and almost three times as many as lowland heathland. This is particularly relevant as ancient woodland is still facing considerable threats – research from the Woodland Trust shows that in the last decade 100 square miles (26,000 hectares or 5% of the total amount of ancient woodland remaining in the UK) of ancient woodland in the UK has come under threat from destruction or degradation. Development threats associated with transport and infrastructure appeared to be the most significant (31% of cases), followed by amenity and leisure developments (14%), housing (10%), and quarrying and mineral extraction (6%). The Government's recently published Natural Environment White Paper". The Natural Choice: securing the value of nature (HM Government, July 2011, para 2.56) states that: "The Government is committed to providing appropriate protection to ancient woodlands..." As an example of policy used by other local authorities, the Sheffield City Policies and Sites Consultation draft (http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/sdf/city-policies-and-sites) states in Policy G3: "New developments will be required to include appropriate tree planting, to retain and integrate healthy, mature trees and hedgerows and replace any trees that need to be</p>	<p>The Council note the significance of ancient woodland however it is the Council's opinion unnecessary to include further priorities within this section as it is considered that the overarching policies contained within the document should ensure suitable protection. Creation and implementation of detailed management plans will equally ensure the ongoing protection of these assets. In addition LDF planning policy will provide further protection to these invaluable assets.</p>	No text change

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Priorities for VR 1	<p>removed. Development will not be permitted that would directly or indirectly damage existing mature or ancient woodland, veteran trees or ancient or species-rich hedgerows™.</p> <p>The Woodland Trust urges you not only to replace removed trees, but to increase tree cover. The Government launched The Big Tree Plant in December 2010. The Big Tree Plant is a campaign to encourage people and communities to plant more trees in England's towns, cities and neighbourhoods. The Big Tree Plant website states that: "Trees can make a street come to life, by attracting wildlife, changing colours throughout the seasons, and creating shade and shelter. They shield houses from traffic noise, can help save energy, and reduce the risk of flooding. The website goes on to say: "There is evidence that trees in cities can also help fight the effects of air pollution and climate change." http://thebigtreeplant.direct.gov.uk/whytreesmatter.html</p>	<p>The desire to expand tree cover is noted and thus VR1.2 has been amended to include reference to expanding tree coverage where appropriate.</p>	<p>Text in VR1.2 amended.</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.8.1	<p>We are concerned that the statement suggests that a decline in tree cover is inevitable. We strongly encourage you to ensure that tree cover in Peterborough increases, rather than decreases. Trees within our towns and cities provide a huge number of benefits and services as outlined in guidance produced by the Trees and Design Action Group - "No Trees, No Future™ (Trees and Design Action Group, 2010): There is a growing body of evidence that trees in urban areas bring a wide range of benefits.</p> <p>Economic benefits of urban trees: Trees can increase property values by 7-15 per cent. As trees grow larger, the lift they give to property values grows proportionately. They can improve the environmental performance of buildings by reducing heating and cooling costs, thereby cutting bills. Mature landscapes with trees can be worth more as development sites. Trees create a positive perception of a place for potential property buyers. Urban trees improve the health of local populations, reducing healthcare costs. Trees can enhance the prospect of securing planning permission. They can provide a potential long-term renewable energy resource. Social benefits of urban trees: Trees help create a sense of place and local identity. They benefit communities by increasing pride in the local area. They create focal points and landmarks. They have a positive impact on people's physical and mental health. They have a positive impact on crime reduction.</p> <p>Environmental benefits of urban trees: Urban trees reduce the 'urban heat island effect' of localised temperature extremes. They provide shade, making streets and buildings cooler in summer. They help remove dust and particulates from the air. They help to reduce traffic noise by absorbing and deflecting sound. They help to reduce wind speeds. By providing food and shelter for wildlife they help</p>	<p>It is considered appropriate that reference to the current situation regarding the decline in tree cover remains within the document. It is however considered that the Council's desire to maintain and expand tree cover are clearly defined. In addition a detailed budgetary bid will support this strategy to allow the current situation to be addressed and to allow a more pro-active form of management. The benefits of trees are noted and section 1.3 attempts to summarise these.</p>	<p>Text amended to set the scene within existing f</p>

Strategy Reference

Comment

PCC Position

Outcome

increase biodiversity. They reduce the effects of flash flooding by slowing the rate at which rainfall reaches the ground. When planted on polluted ground they help improve its quality. [For research references see the full report: www.forestry.gov.uk/tdag]

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.8.4	<p>The Woodland Trust is concerned that a drop in tree cover is being considered. As mentioned previously, planting trees can actually save the City Council money (as opposed to mown grass) and also deliver a huge number of other benefits, both environmental and social. The Government's recently published Natural Environment White Paper. "The Natural Choice: securing the value of nature (HM Government, June 2011, para 1.8) states that: "...we must...increase the size of existing wildlife sites....create new sites... It also states in para 2.54: "We want to create more opportunities for planting productive and native woodlands; more trees in our towns, cities and villages". An important publication from the Forestry Commission, The Case for Trees in development and the urban environment (Forestry Commission, July 2010), sets out "The multiple value of trees for people and places "increasing greenspace and tree numbers is likely to remain one of the most effective tools for making urban areas more convivial, and lists (on p.10) the benefits as "Climate change contributions - Environment advantages - Economic dividends - Social benefits. The Woodland Trust believes that woodland creation is especially important because of the unique ability of woodland to deliver across a wide range of benefits" see our publication Woodland Creation" why it matters (http://www.woodlandtrust.org.uk/en/about-us/publications/Pages/ours.aspx). These include for both landscape and biodiversity (helping habitats become more robust to adapt to climate change, buffering and extending fragmented ancient woodland), for quality of life and climate change (amenity & recreation, public health, flood amelioration, urban cooling) and for the local economy (timber and woodfuel markets).</p>	<p>Reference to planting fewer trees has now been removed and the paragraph now clearly indicates that the Council will seek "opportunities to increase the size and distribution of the resource as an essential part of Peterborough's sustainable growth".</p>	Text amended

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Priorities for NRP 1	1.1: The Woodland Trust urges you to change the wording of this point to: To ensure that the current extent of tree coverage is increased. An important publication from the Forestry Commission, The Case for Trees in development and the urban environment (Forestry Commission, July 2010), sets out "The multiple value of trees for people and places "increasing greenspace and tree numbers is likely to remain one of the most effective tools for making urban areas more convivial", and lists (on p.10) the benefits as "Climate change contributions - Environment advantages - Economic dividends - Social benefits"	The importance of expanding tree coverage is noted by the authority and thus the wording of NRP1.1 has been amended to include the expansion of tree coverage as well.	Text amended.
6.9.2	The Woodland Trust would like to draw your attention to its free tree packs for schools. We would encourage you to alert your schools to this: http://www.woodlandtrust.org.uk/en/take-part/plant-trees/Pages/free-tree-hedge-pack.aspx	Noted. Reference to the scheme has now been included within section 6.9.	Text amended
Policy TD 1	We would urge you to include some additional wording: The Council will encourage woodland creation and tree planting in all new developments.	The Council support this suggested addition and acknowledge that benefits of tree planting opportunities within new developments.	Text amended in accordance with suggestion.
Priorities for PP 1	The Woodland Trust believes that ancient and veteran trees should be mentioned here and should be fully protected.	The Council agree the significance of ancient and veteran trees and as such includes reference to them within policy PP1.	Text amended.
4.2.4	Peterborough Local Access Forum would encourage PCC to work closely with landowners & Natural England to ensure public access to woodland areas.	Noted. It is agreed that the Council will need to work closely with landowners and Natural England to ensure a multi functional woodland is created. This work is hoped to be undertaken through the existing Local Access Forum and Natural Networks Partnership.	No text change.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Priorities for CW 1	Glinton & Peakirk Green Group support the aims of this policy but would suggest that management plans could encourage more community involvement by allowing the use of wood cut by volunteers for use within the community. The areas of new woodland could be a valuable source of heating fuel using maintenance methods such as coppicing. Peterborough Local Access Forum support the importance of public access. Giving local woodland a function and encouraging regular leisure use can deter more anti-social uses such as flytipping.	Noted. Public access, community involvement and sustainability through optimisation of the use of timber and other products through tree management are clearly defined as priorities within the strategy.	No further text change.
Policy VR 1	CPRE support the involvement of local people in making decisions that affect the local landscape.	Noted. The Council have and will continue to encourage local people in making decisions that affect the local landscape. The inserted reference within section 6.7, regarding tree planting in response to the communities desire hopefully reinforces this commitment.	Text amended in 6.7 to enforce the involvem
7.1.3	Glinton & Peakirk Green Group would encourage the idea of offsetting the carbon footprint of new development with suitable tree planting.	Work is ongoing to investigate the benefits of carbon offsetting scheme through tree planting. Ongoing projects such as Forest for Peterborough and the Rockingham Forest for Life project will explore these opportunities further. These case studies can then be used to inform future revisions of this strategy.	No change to text.
7.2.2	Peterborough Local Access Forum can recommend the use of 'friends of' groups to ensure the wellbeing of woodland areas in both public & private ownership.	Noted. The Council would agree with this suggestion and have thus include reference to the use of friends groups within the paragraph.	Text amended
1.0.4	Suggest re-wording second sentence to: "As sea levels lowered and industrial drainage of the fens took place, impacts on the remaining areas of forest intensified".	Noted. It was agreed that the text required amendment however the suggested wording was not accepted. It is however considered that the essence of the suggested paragraph remains within the chosen wording.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.0.6	Suggest re-wording second sentence to "In the last thirty years this has grown to 160,000 with growth forecasts that it will reach 200,000 by 2020". This will inevitably place further pressure on the city's trees and woodlands, therefore it is essential that planned growth is achieved in a sustainable manner with woodlands viewed as an integral part of the city's future".	Noted. It was agreed that this paragraph required rewording to assist with clarity. Although amended the suggested wording was not accepted. It is however considered that the essence of the suggested paragraph remains within the chosen wording.	Text amended
1.0.8	Please also include other benefits from trees including environmental benefits, economic benefits, carbon sequestration/ climate change contributions.	Noted. These benefits are now included within section 1.3.	Amendments made to section 1.3 to expand th
1.0.9	Suggest removing the word "on" from first sentence.	Noted. Paragraph reworded.	Text amended
1.1.1	Suggest re-wording first sentence "15 years ago Peterborough was designated as one of four environment cities. The city is now committed to creating the UK's Environment Capital".	Noted. Improved worded accepted, however '15 years' was substituted with 'a year' to provide clarity in the future.	Text amended.
1.2.1	Please check the figure of 3% woodland cover for the city which seems very low. I believe it's closer to 8%.	The figures are taken from a Forestry Commission publication that details that Cambridgeshire and Peterborough are one of the least wooded areas of the UK. The total area of woodland of 0.1ha and over is 12,325ha. This represents 3.6% of the county land area.	No amendment made.
1.3.3	Suggest referencing "The case for trees" FC doc for good, up to date examples of benefits.	Noted. This document was referenced and used to expand the entire section of the strategy.	Text amended and expanded within section.
1.3.9	Suggest re-wording and expanding these benefits as well as including offices too.	Noted. It was agreed that offices should also be included within this section. Rewording of the paragraph was undertaken to help expand the benefits and add clarity.	Text amended
1.3.10	Poorly explained paragraph. Suggest re-wording.	Noted. A slight re-wording of the paragraph was agreed to assist with the explanation of the paragraph.	Text amended

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.4.5	Suggest adding examples of more appropriate tree species to last sentence.	It was considered that the wording of this entire section was poor and thus the entire section was re-worded to offer improved clarity. It was considered unnecessary within this strategic document to go into the detail of individual species selection.	Entire section re-worded
1.4.6	Concerned by wholesale use of "tall, evergreen shrubs" here. Suggest use of native species only.	On review it was considered that the paragraph was weakly worded and thus the entire paragraph was removed and the entire section re-worded. Section 6.5 aims to clearly state the Authorities intention to plant native trees of local provenance where appropriate.	Text removed and section re-worded.
4.1.11	Unclear what the purpose of this statement is. Rather than stating PCC trees hold less than 1% of city's carbon output, can this be re-worded to form a more positive statement about what the cities trees can provide?	Noted. The paragraph was totally removed from within the strategy. A more positive statement was introduced earlier within the section based on facts taken from the woodland for life website.	Text amended
4.2.1	Suggest complete re-wording "GI is a strategically planned and delivered network of high quality green spaces, designed and managed as a multi-functional resource, delivering a wide range of environmental and quality of life benefits. Trees and woodlands are a very important part of this and play a vital role in defining Peterborough as an environment city and its ambition to become the UK's Environment Capital".	Noted. The suggested wording for 4.2.1 was considered to be clearer than that originally drafted and thus the amendment was fully accepted.	Text amended.
4.2.3	Please clarify last sentence. Is this a policy on non-natives e.g. sycamores/ spanish bluebells/ deer culling etc?	It is accepted that further clarification was required with regard to non-native species being checked. An example of ongoing works will now be included within the strategy.	Text amended accordingly.
6.4.2	Worth pointing out how its cheaper to manage open space as woodland rather than short-mown grass. Suggest linking here to forest for Peterborough too.	Noted- Research within The Woodland Trusts "Trees and Turf" report included to demonstrate this point.	Text changed to reflect this information

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.5.1	Again, this figure of 3% seems too low.	Cambridgeshire and Peterborough are one of the least wooded areas of the UK. The total area of woodland of 0.1ha and over is 12,325ha. This represents 3.6% of the county land area.	Text amended to represent the accurate data t
6.5.5	Worth noting that PCC has already received a FC grant via EWGS to produce management plans which expired in 2008.	Noted	Text amended to reflect previous applications.
Policy CW 1	Please define/ clarify the use of the word "sustainability" here.	Noted	Text amended to include a definition of sustain
	Thank you very much for providing Enterprise with the opportunity to review the City Council's draft tree and woodland strategy, to this end please find set out below comments that we anticipate will be of assistance in the production of a final document. Overall we feel that the document is a positive response to the effective management of trees and woodlands within Peterborough, however we do feel that greater emphasis should be placed upon: Increased connectivity of trees and woodlands and the role they play as part of the wider green infrastructure of Peterborough and its surrounds Responsiveness to the condition of current tree stock, in particular maturation of trees and dominance of limited species and the actions required to respond to the same Current economic climate and the severe pressures placed upon internal and external funding to respond to tree issues and as such how external funding, pooling of budgets to respond to wider issues (beyond just environment) and the voluntary / 3rd Sector can assist Potential to identify and develop / return back into production areas of woodland i.e. coppicing in particular fen land locations	Consideration has been given to all these points through the amendments of the strategy. It is considered that this strategy would not expand on Green Infrastructure (G.I) instead the Council's Green Grid Strategy will cover this topic in more detail. Increased reference has now been made to the benefits of trees for G.I. In addition expanded reference has been made to the need to create a diverse woodland cover in relationship to age and species. Reference has also been made to consideration of external funding, the use of the voluntary sector via community involvement and opportunities to optimise the use of timber and other products of tree management.	Text amended accordingly

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.2.1	Feel that more emphasis should be made in respect of the age profile of the current tree stock, the majority of which is destined to mature at the same time, thus: a. increasing the urgency to introduce a replacement programme developing a mosaic of tree ages and species across the City; and b. the associated issues in relation to increased scale of tree maintenance requirements in the foreseeable future	Noted and thus expanded reference has been made to the need to create a diverse woodland cover in relationship to age and species.	Text amended.
2.1.1	The Councils aim - would suggest that the statement is strengthened in respect of the expansion of the woodland cover being based upon a sustainable funding strategy through external funding streams; partner delivery recognising the limited resources the city has to maintain its existing tree stock. In addition it may be of value to consider weaving into the statement the potential to explore forestry principles i.e. some or part of the woodlands being developed with a commercial bias i.e. specific timber production or activity - coppicing / fuel production etc?	Sustainable funding is of key importance and the Council agree with this statement. Consideration has been given to the commercial value of the woodland asset yet it is considered that these opportunities are minimal within the city.	Text amended to include sustainable external f
3.1.7	3.1.7 & 3.1.8 Assume should be one paragraph however message is still not coherent in respect of when / when not to consult	It is agreed that clarification on consultation is required.	Text amended to clarify the situations when co
4.1.3	This section should make more explicit reference to the Peterborough Biodiversity Action Plan	Agreed reference to the Biodiversity Strategy is required	Text amended to reflect this addition.
4.1.11	This statement seems to be out of context in the section?	Agreed that the section was rather disjointed	Text in section re-worded and statement remov
4.2	Natural Environment -“ would suggest that this section is divided into natural environmental aspects and green infrastructure. In respect of green infrastructure explaining the connectivity of spaces and habitats	It is considered that this strategy would not expand on Green Infrastructure (G.I) instead the Council's Green Grid Strategy will cover this topic in more detail.	No text change

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
5.0.2	Second sentence starting -These procedures. It is unclear as to what this statement is trying to say in respect of the identification of hazards and management of potential liabilities in relation to the management of tree stock	Agreed	Text amended to provide clarity.
Policy CTWG 1	Feel that this objective should be reframed to recognise the need for a diverse tree and woodland population reflective of age and species	The need for diversity within the tree stock is accepted.	Text amended to reflect this.
Priorities for CWTG 3	Priorities CTWG 3 3.4. would be of benefit to expand this statement to recognise the forestry view of tree management and openly support tree based industry - including closed loop i.e. wood heading systems in schools fed from timber produced in parks	This is considered to be a valid point and thus was included within section 4.1 as a possible option.	Text within section 4.1 expanded
Priorities for ST 1	Priority for ST 1 1.1 states 3 year cycle, however 6.2.4 states four years	This inconsistency is noted within the text.	Text amended to currently take out all frequenc
Priorities for ST 2	Priorities for ST 2 2.2 trees within residents properties should be viewed as part of the City's wider green infrastructure commitment	Noted. The Council agree with this statement and consider that this is the case. The priority hopefully demonstrates the Council's acceptance of the value of such trees by encouraging them to contribute within the street scene. It was however considered unnecessary to amend the text.	No text change.
Priorities for CW 1	Priorities for CW1 - feel that it would be of value to include a statement re recognising sustainable economic value of trees and woodlands on a closed loop basis	This point is noted and the issue is now included within section 4.1.	Text amended
6.6.2	Update to reflect 2011 -states 2010	Noted	Text amended
Priorities for UW 1	Priorities for UW 1 1.9 natural regeneration may not be the most appropriate mechanism, especially with the issues of a convergent maturing tree stock.	Noted. It is agreed that natural regeneration is not always appropriate, however site by site consideration will be given to the suitability of this form of establishment.	No text change.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
Policy PP 1	Need to explain the virtues of green infrastructure and the role private trees play in this	It is considered that the value of trees within Green Infrastructure is highlighted earlier in section 4.2 of the document.	No text change
	Policies for Privately owned trees and woods PT 6 -add policy in respect of Green Infrastructure	It is considered that the Council's Green Grid Strategy should cover this policy area.	No text change.
1.2.2	1.2.2 sentence ending lives. Format issue - two full stops	Noted. The section has now been amended.	Text corrected
4.0.1	4.0.1 treesand should read trees and	Noted	Text corrected.
4.1.8	4.1.8 & 4.1.9 should be one bullet point; 4.1.10 the second bullet point as illustrative examples	Noted. The entire section has now been re-worded.	Text amended
Policy CTWG 2	Policy CTWG 2 property.. should read property.	Noted. Mistake corrected	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>First of all we note The Natural Choice: securing the value of nature - Environment White Paper CM8082 was published on the 7th June by the Secretary of State Caroline Spelman. This set out some clear messages which the Strategy will need to take into account. The Natural Choice Environment White Paper (NCEWP) includes a section on forestry under the heading - protecting and improving our woodland and forests. Within this section the key ambitions are for a major increase in the area of woodland in England, better management of existing woodlands, commitments to conserving and enhancing SSSIs and restoring ancient woodland Within the NCEWP there are clear linkages from these ambitions to the multiple benefits of woodland e.g. renewable energy and timber, new habitats and ecological networks and green spaces. Reduction is greenhouse gases, adaptation to climate change, urban trees and woodland and resilience to pests and diseases. We have therefore examined the Strategy in the light of the NCEWP in order to make constructive criticisms and suggestions as to how it may be improved to meet the policy emphasis in the White Paper. General points Reiterate the need to link to and update in the light of the Natural Choice White Paper. There is some confusion through the document over the English Woodland Grant Scheme: This is the grant scheme which the Forestry Commission administers and not a separate scheme. The Scheme has a number of different elements including Management grants and Woodland Creation grants. The strategy needs to make clear that a felling licence is required for trees which are outside designated public open spaces (e.g. under the Commons Act 1899), gardens, orchards and churchyards. So for example felling trees which are above a certain diameter at breast height and amount to 5</p>	<p>It is considered that the strategy aims to deliver the aspirations of the Environment White Paper. Clear reference has now been made to this guidance within the strategy. The clarification on the English Woodland Grant Scheme is noted and the strategy amended accordingly. The comment regarding the number of tree categories is noted however this sub division remains from the 1998 Strategy and has such created limited confusion. Clarification on the felling licence has now been included. In addition stronger reference has been made to the use of timber and arisings created from tree and woodland management. The need to develop a pest and disease control strategy has been incorporated within the strategy. In addition clear reference has now been made to the Big Tree Pant and Wet woodland.</p>	<p>Text amended</p>

Strategy Reference

Comment

PCC Position

Outcome

cubic metres of timber or more would require a felling licence from the Forestry Commission and fall outside of the remit of the local authority unless its part of a planning application. It is always useful to seek Forestry Commission advice on this for more information please see <http://www.forestry.gov.uk/website/forestry.nsf/byunique/infd-6dfk86>. It would be helpful to have some consideration as to how the City will use the timber and other arboricultural arisings, finding a profitable end use can help with the sustainable management of woodland, generating income wherever practicable helping to fund the management. To this end we note the lack of discussion about woodfuel and related carbon savings and the issue of fuel poverty. Given a growing concern over tree disease, such as Acute Oak Decline and Phytophthora ramorum, bio-security related to tree disease needs a mention. There are a number of diseases of trees which require special measures to be implemented. Good arborticultural practice should handle some of this, but it may be worth covering how you handle access of the public to areas of diseased woodland and arisings, somewhere within the strategy. The different categories of trees are a little confusing and it may be helpful to amalgamate some of these and reduce the number of policies so as to prevent arguments of categorisation and applicability of policy later. Given the Forest for Peterborough initiative it would be useful to show how policies underpin or apply and also there isn't any mention of the Big Tree Plant - <http://thebigtreeplant.direct.gov.uk/index.html> which is a government initiative which could assist with the delivery of the F4P initiative. The Strategy appears to omit reference to the important wet woodland within the Peterborough District. Wet woodland habitat is nationally and locally rare. It occurs on poorly

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Outcome

drained soils and seasonally wet soils associated with river valleys, flood plains, flushes and plateaus. A comprehensive audit of wet woodland was completed in 2004 by a project which involved the Forestry Commission, the City Council and other partners. It was the first such audit in the East of England.
(<http://www.forestry.gov.uk/eastengland-wetwoodland>). It identified 78 hectares of Wet Woodland habitat across 73 sites in the Peterborough District. Of these sites, the majority were less than 1 hectare in size. The sites were mainly distributed along the River Nene and River Welland and around waterbodies in old quarry sites. 114 hectares of potential areas for wet woodland creation were also identified and the project liaised with landowners to take forward these areas. Wet woodland is a Priority Habitat type under the Cambridgeshire Local Biodiversity Action Plan because it has been subjected to many pressures in the past leading to its decline. These pressures include agriculture, industrial and residential development, the lowering of water tables through drainage, river management, and flood prevention measures. Wet woodland now only exists as small or localised patches of habitat in river valleys, on ground surrounding bogs or mires, on the transition between open water and drier ground, and beside small streams. The partnership employed a dedicated wet woodland Project Officer. She mapped and assessed the woodland, then working with members of the partnership, visited owners of land with potential new wet woodland sites. Many of these owners came forward to plant or regenerate land for wet woodland, including some notable ex-mineral extraction sites as part of restoration plans and arable land coming into the Forestry Commission's English Woodland Grant Scheme (EWGS).

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	Some 18 hectares of wet woodland has been created in Peterborough as a result of this project, and up to a further 24 hectares may be possible. The strategy needs to cover this special type of woodland and set out policy as to how it is going to be managed and expanded.		
1.1	Somewhere in this section we recommend wording about the Natural Choice environment White Paper. The 2007 Strategy for England's Trees, woods and forests is being replaced. Forestry policy is being reviewed by an independent panel which will report back in the spring of 2012. The strategy may need to reflect their findings at that time. There may be an interim report to draw from in the autumn.	Noted. This will be considered on publication, as will all new strategic guidance.	No amendment.
1.2.1	1.2.1 Third Para it is The Forestry Commission ... or a Forestry Commission. We note that very little is made of the need to adapt to climate change, whilst the cooling effect of trees is mentioned this is even more important in the context of climate change and the need to choose species that have the correct provenance to cope with the expected changes in climate, Trees are also valuable in terms of health it has been documented that the presence of trees reduces asthma, as trees remove particulates from the atmosphere. (See Woodland Wealth Appraisal 2010 on www.woodlandforlife.net).	Correction made. Expanded reference to the adaption to climate change has been made within the document however the document can not be an exhaustive list of benefits.	Text amended.
1.3	1.3 Positive impact of trees. -See Woodland Wealth Appraisal 2010	Noted. Content considered in amendments.	Text amended in redrafting.
1.3.5	The wording in the penultimate sentence could be misconstrued as meaning that planning permission is required when what is meant is that careful thought needs to go into accommodating trees in an urban setting whether private or public to avoid unforeseen consequences.	Noted. Paragraph redrafted.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.3.7	Issue of climate change adaptation and the use of trees for cooling.	Noted. Addition made to text.	Text amendment.
1.3.10	Could be improved by mentioning carbon savings, carbon targets (national) and carbon sequestration.	Carbon targets now included in section 4	Text addition.
1.3.11	Bearing in mind the requirements of the Climate Change Act incorporating such wording as vibrant and low carbon city would be appropriate.	Reference to carbon targets now included in section 4	Text addition.
2	Chapter 2 -2.1.4 The Vision and Aims. Bearing in mind the NCWP the sustainably maintain and improve the quality of existing tree and woodland cover™ may need to be strengthened to outline how it can; increase/re-enforce the eco-systems services they provide; how they can improve links to other biodiversity corridors; how it may value its trees as assets, socially, environmentally and economically; how it will encourage businesses relating to trees and possibly generating an income to help pay for them. A positive vision may also include a target for tree cover, this would also help to link it to the Forest For Peterborough project, at the moment this Strategy appears to sit in isolation from it. Amending the aims of the Strategy to make it more supportive of the F4P project would address the issues in the NCEWP. The CC may wish to consider a Local Nature Partnership as outlined in the NCEWP.	Suggestion accepted and section now redrafted to include Forest for Peterborough targets.	Text amended.
3.0.2	This sentence appears to be a bit incongruous; as without a clear statement of what the aims and objectives of the Council are at any given time it can make the Strategy a hostage to fortune. In reality the Council has to agree a Strategy therefore implementing the Strategy should be one of the aims and objectives of the Council.	Noted. It was considered appropriate to retain this objective to allow consideration of the Council's wider strategic direction.	No text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
3.1.3	This mentions the Forest for Peterborough but we suggest that it should say that the Forest for Peterborough is a partnership project helping to deliver the objectives of the PCC trees and Woods Strategy.	Redrafted for clarity.	Text amended.
3.1.4	This needs a bit of rewording, the final statement is in error; partnerships can help support an application, but an application stands on its own merit, whether by an individual landowner or group.	It was agreed that this statement was incorrect. The paragraph was redrafted and amalgamated with the relevant paragraph within the strategy	Text amended.
3.1.5	To effect benefits by increasing trees and removing others the Council may well seek need to apply for grants and felling licences and possibly EIAs may be needed in some cases therefore the strategy needs to say ' the council will work with partners'. The last sentence is a bit ambiguous, if you mean - 'enlarge and manage shelter belts to meet need', say so.	Noted. The entire section has been redrafted for clarity.	Text amended.
3.1.7	3.17 and 3.18 are one paragraph. Replace selective felling with the term thinning.	Amendment agreed.	Text amended.
3.2	3.2 Suggest insertion: change with the appropriate species to an otherwise static.	Noted. Entire section redrafted.	Text amended.
4	Wet woodland as described under out general points needs to be covered.	Wet woodland are now included within the Strategy (Section 6.5).	Text addition
4.0.1	Objective 3 would be stronger and reflect the Natural Choice Environment White Paper as well as climate change imperatives if it said; to preserve trees and woodland wherever possible to meet the target of x% tree cover.	It was considered impossible to set targets within this policy until a detail existing asset register has been produced.	No text amendment.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
4.1.6	<p>It may be worth mentioning the potential of woodfuel in this section and also that the Climate Change Act[v] has set legally binding targets for the UK to reduce its greenhouse gas emissions by 80 per cent by 2050, and CO2 by at least 26 per cent by 2020. The key mechanisms to achieve a reduction in carbon emissions are to reduce energy consumption through increased energy efficiency e.g. developing low carbon homes and moving to renewable energy sources. The UK's legally binding target to ensure 15% of energy comes from renewable sources by 2020 - a seven-fold increase in just 10 years. The UK Renewable Energy Strategy (July 2009) supports a scenario where more than 30% of electricity, 12% of heat and 10% of transport energy comes from renewables. To encourage this various incentives have been established: Renewables Obligation, Renewable transport fuel obligation, feed in tariffs, permission for Local Authorities to sell electricity to the Grid and a Renewable Heat Incentive: http://www.decc.gov.uk/en/content/cms/what_w_e_do/uk_supply/energy_mix/renewable/policy/incentive/incentive.aspx</p>	PCC targets have now been introduced within section 4 for clarity.	Text amended.
4.1.1	<p>Whilst the figure for mature trees may be true of the stock asset of carbon held, growing trees continuously remove carbon. Each tree locks up 0.546kg of carbon annually, equivalent to 2kg of CO2. (Forest Research). What is less well known is that Forest soils sequester a large amount of carbon and plant matter is the single most important source of carbon in the soil. Planting native hardwood species can increase this soil carbon. You might find this link to the woodland for life website helpful; http://www.woodlandforlife.net./all-you-need-to-know/need-climatic.htm#footer#footer.</p>	Noted. Suggested amendment accepted.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
4.1.3	Mention of biodiversity but not habitat creation (wet woodland?) or BAP or HAPs targets.	Clear reference to Biodiversity has now been re-drafted into the strategy along with reference to wet woodland and targets within the biodiversity strategy.	Text amended.
4.1.5	It is not clear from this statement what these measures might be, and it will be useful to have them outlined here we would expect there to be some acknowledgment of the value of trees to climate change adaptation e.g. reducing heat island effect.	Noted. Section redrafted. Reduced heat island effect included	Text amended.
4.1.8	4.1.8 and 4.1.9 are one paragraph.	Corrected	Text amended.
4.2.1	The word "The" is unnecessary here.	Corrected.	Text amended.
4.2.4	This paragraph needs to bring out more clearly that it is talking about ecosystem services and needs to be linked to the Natural Choice Environment White paper.	Noted. Entire paragraph reworded in redraft.	Text amended.
5	There are a number of ways to value trees Torbay has taken this step and has used the I-trees software; this lends itself to a cost benefit analysis of trees. http://www.torbay.gov.uk/index/environment-planning/planning/planningservice/arboriculture/itree.htm	Noted. This may be considered in the future.	No text change.
6	In general these are good policies, we would suggest that a policy covering wet woodland habitat needs to be included as well as something on plant health and the management of tree disease for example where it might be necessary to limit access.	Noted. Plant pest and disease priority now included. Wet woodland is now more clearly referenced.	Text amendments.
Priorities for CWTG 5	Priorities for CWTG5 5.2 add on - and Forest of Peterborough	Strong reference has been made to the Forest Of Peterborough earlier within the document. No further reference is considered necessary.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.5.3	The last sentence we believe should read after neglected - or replaced with softwood plantations on ancient woodland sites (PAWS). There is national policy to restore ancient woodland and replace all PAWS with native woodland. The priorities need to reflect this.	Amendment incorporated into redraft.	Text amended.
6.5.5	This is a really good statement and we welcome it.	Noted	No text change.
6.6.2	Last sentence - English woodland Grant Scheme administered by the Forestry Commission.	Noted and corrected	Text corrected.
6.8	One aim may well be the restoration of ancient woodland from PAWs. This section also needs to reflect the disease issues and the issue of provenance of species to address climate change imperatives. For example the need to source native tree stock from those places in the world where the temperatures reflect the likely future trends in the UK.	Reference to planting trees of local provenance has now been added. Equally the need to create a tree pest and disease strategy has been included.	Text amended.
Policy PP 1	Needs to make clear that depending on where a tree is whether covered by a TPO or not, that a felling licence from The FC may also be required before a tree can be removed. In some cases where covered by a TPO it may require permission from the local authority and a felling licence.	Felling licence reference is accepted.	Text addition made.
8	Apart from a couple of minor matters this section is very good.	Noted	No text amendment.
8.0.4	When you refer to a supplementary action plan is this an SPD? We support the need for such an SPD as part of the Local Development Documents.	Reference to a SPD is no clearly made within section 7 of the report. The value of such a document is noted.	Text addition.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
8.0.6	You may like to refer to the Woodland wealth Appraisal here and the realising the benefits of Trees Woods and Forest which can be found on the woodland for life website at www.Woodlandforlife.net	Noted.	No text amended.
8.0.7	Slight confusion here - EWGS is a scheme administered by the Forestry Commission it is not an organisation.	Noted. Text corrected.	Text amended.
8.1	This section could also include reduction in carbon and increase in tree carbon value and an increase in overall tree cover.	Noted. The list of outcomes detailed within this section is not intended to be exhaustive. Clearer reference to our carbon reduction aspirations is included earlier within the strategy.	Text amended.
Policy PT 1	Policy PT1 -" The Council will ensure that trees and woodlands are protected and developed". There are a couple of issues here. In planning terms 'developed' has a particular meaning, as "development " is defined in the Act. If a site is developed it means it's built on. The policy could be interpreted as saying we'll ensure we 'develop' (i.e. build all over) our woodlands. Secondly, the policy appears to apply to all trees and woodlands without any qualification/exemption, and we may not want to ensure we protect all trees" e.g. irresponsibly planted leylandii. Finally it may not be possible to give the absolute guarantee that we will 'ensure' something does or doesn't happen. Maybe it should be rephrased to say "The Council will seek to ensure that all trees and woodlands making a positive contribution to our environment are protected and, where necessary, managed to enhance that contribution."	Noted. Suggested improvements accepted.	Text amended.
1.3.7	Word 'urbanity' is wrongly used. It should be urbanisation, urban environments or urban development as appropriate. Urbanity means elegance or sophistication.	Noted. Word now removed in redrafting.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.4.4	Word 'urbanity' is wrongly used. It should be urbanisation, urban environments or urban development as appropriate. Urbanity means elegance or sophistication.	Noted. Word now removed in redrafting.	Text amended.
1.4.1	The policy of high density tree planting in the new town was quite deliberate and one aim was to reduce vandalism. Single trees were known to be targeted by vandals rather than clusters. They even had their own huge tree nursery at Castor. The intention was to cut down trees each subsequent year if necessary to create the optimum density and this has been done.	The Council agree with this statement. It was considered appropriate to redraft the section to aid presentation of this information.	Text amended.
1.4.6	The correct spelling is "losing" not loosing	Corrected.	Amended text.
3.1.4	Can grants from the Forestry Commission be relied on in the future? An alternative should be considered as this strategy will be in place for a number of years.	This was considered as just one example. The Council will explore all future potential funding streams.	No text amended.
3.1.5	Improving public access is also an issue.	Concern noted and agreed.	No text amended.
4.1.6	4.1.6 & 4.1.10 Why is there an assumption that warmer winters are now the norm? The last two have not been mild. Some experts predict colder winters in the near future, based on sunspot activity, and the strategy should include this possibility	It was agreed that the wording of this section was poor and that a redrafting was appropriate.	Text amended.
5.0.2	5.0.2 onwards - how are landowners going to be persuaded to implement the management proposals?	It is considered that this will be achieved through advice offered by the Council as detailed within section 7 of this strategy. Equally it is hoped that we will lead by example to encourage others to follow.	No text amended.
5.1.4	How frequent will the inspections be? When was the falling branch which killed the child on June 30th 2011 inspected?	The frequency of inspections will be clarified within the Council's Tree Risk Management Strategy.	Risk Strategy reference included.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.7.3	A clearer policy on the planting of non-native species would be useful. Native species on rural roads but sometimes non-native species within villages where there are site restrictions.	Suggested amendment agreed.	Text amended.
6.8.6	Is it a wise policy to give trees to owner occupiers? Cut-price is better as people value something more which they have paid for.	Statement has now been removed and replaced with reference to the Natural Environment Grant Scheme. Point accepted.	Text amended
6.8.8	The use of 106 money needs clarification. It has also been promised to Neighbourhood Councils.	Noted. Detailed section 106 discussion will agree the spend of section 106 monies. It is considered beyond the scope of the strategy to confirm how these decisions will be made.	No text amendment to add clarity.
	Throughout - there is no apostrophe when writing '1900s' and so on. Overall - the strategy is fine but somehow to me it lacks some of the the drive and conviction of the policies for the new town in the 1970s, probably because of the uncertain financial situation. Final thought As a parish council we have benefited greatly from the ongoing support and advice given by PCC tree officers for example over the replacement of the trees on Ufford hill and recently over the management of the copse on Walcot Road.	Attempts have been made to resolve poor grammar throughout the document. A detailed budget bid has been created as a result of the draft strategy to hopefully deliver the aspirations detailed.	Grammar amended throughout.
	A general comment: it appears that within the text Peterborough sometimes refers to the urban areas alone, and in other places to all of the Unitary Authority area. This ambiguity should be clarified throughout by using urban Peterborough or similar expressions where appropriate, with Peterborough meaning the entire UA area.	It is agreed that Peterborough applies to the entire unitary area.	Clarity provided where required.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.1	Insert new para: 1.1.3 The UK National Ecosystem Assessment (Defra, 2011), is the first analysis of the UK's natural environment in terms of the benefits it provides to society and our continuing economic prosperity. It demonstrates that a great variety of benefits of our natural environment have often been left out of the benefit-cost assessment of developments by the planning system. It shows how monetary values can be assigned to these benefits, and recommends that in future they should be set against other costs and benefits of development proposals. The Council, conscious of its aspiration to be 'Home of Environment Capital', accepts these recommendations and will carry them out. We felt this paragraph was too specific as there will always be new publications after a report is published. We felt it should not mention particular publications but refer generally to always taking into account new best practice.	It is agreed that there are a broad range of policies that apply to the strategy. Some reference to such documents has been made within the redrafting of the section. Compliance with best practice is noted and as such introduced within the document.	Text amended.
1.2.2	Peterborough should read 'urban Peterborough' in both places.	Noted however entire paragraph redrafted.	Text amended.
1.3.5	1.3.5 after 'urban locations'. insert: 'In various places trees which predate the urban development around them provide evidence of the history of those places, and thus are a valuable part of their heritage.'	Addition accepted.	Text amended.
2.1.1	i.e. should read e.g.	Error noted. Text redrafted to exclude.	Text amended.
2.1.2	replace equality and diversity with equality, diversity and value	Amendment accepted.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.1.1	6.1.1 amend heading to read: Trees in the care of the City Council can be found in seven types of location. (these categories refer to types of location more than to tree or habitat types, and appear to overlap eg street trees and trees in residential areas, but they seem usefully to lead to the various ensuing policies.) Under Woodlands, sentence referring to Grimeshaw Wood should read: Grimeshaw Wood, an ancient woodland site and Local Nature Reserve in Bretton, is an unusually valuable wildlife and amenity resource within the urban fringe. There are other patches of woodland that help create the green environment in Bretton that we do not want overlooked	Noted. The suggested amended heading was not considered justified however the suggested amendment to the woodlands paragraph was accepted.	Text amended.
6.5.2	We would like Highlees spinney to be included. On shelter belts the intention is not clear as many shelter belts are besides busy roads and are not wide enough for safe public access. It has to be clearer on which shelter belts are included and which are not for encouraging access	Highlees reference has now been added. The comment regarding public access is noted, however this detail will be determined within management plans created at a later date.	Text amended.
6.10.1	6.10.1 Insert at end: Bretton, located on land purchased from the Milton Estate, also retains many valuable veteran oaks of up to 300 years old, and other pre-existing landscape features including ancient woodland sites.	Content of suggested amendment incorporated within section.	Text amended.
6.1.1	The category of Landmark Trees could also be added to 6.1.1 as a new category or as a sub-category of Residential Areas.	Noted. Agreed Landmark trees should be included within section 6.1.1.	Text additions.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>Thank you for consulting Natural England on the Peterborough Trees and Woodland Strategy, in your letter dated 25th May 2011. We support the vision and objectives of this strategy to provide a sustainable tree and woodland population for Peterborough and to expand the extent of woodland cover in line with the aspiration for the creation of the Forest of Peterborough. We welcome the recognition of the social, economic and environmental gains that trees can provide including landscape and amenity benefits, improved air quality and temperature regulation. Natural England particularly supports the objective to identify and preserve trees and woodland which contribute to biodiversity and green infrastructure and provide a natural environment which is resilient to climate change. We welcome identification of the need for integrated and multifunctional landscape management. The policy to protect tree and woodland populations, to establish new plantings and expand these where appropriate is supported and we welcome proposals for enhancement of parks and open spaces including the creation of small woods to promote wildlife and landscape enhancement opportunities. We are pleased to see the recognition of the valuable wildlife and landscape resource of the ancient woodland areas owned by the Council and the proposal for a new woodland management plan which will seek to preserve integrity and ensure operations are sensitive to ecology and sustainability. We particularly welcome policies CW1 and UW1 which aim to enhance biodiversity, encourage natural regeneration and improve public access to woodlands within the district. We support your authority proposals to protect trees of amenity value where possible and to encourage new and replacement tree and woodland, using appropriate species. We also welcome</p>	<p>Noted. The strategy has been now redrafted to include reference to trees of local provenance and enhanced reference to safeguarding protected species.</p>	<p>Text amended as detailed.</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>policies which seek to protect private trees from development. We welcome the Right Tree in the Right Place Framework and consideration of landscape impact and suitability of species. We would advise that native trees should be of local provenance where possible to maximise biodiversity, landscape and cultural value. We would welcome a policy which seeks to prevent disturbance to protected species, particularly nesting birds and bats, from inappropriate felling or other tree management operations. Ideally works to trees should not be carried out in the bird breeding season to prevent damage / disturbance, otherwise detailed assessment should be undertaken by a professional ecologist before work is carried out. Surveys should also be undertaken on any trees likely to support bats. Although these species are offered some statutory protection, relevant policies can ensure risks are minimised through the employment of best practice methods, including timing of operations and pre-works surveys. I hope you will find these comments useful. Please do not hesitate to contact me should you wish to discuss any of these in more detail.</p>		
2.0.3	2.0.3 - how important are the rural areas to the plan for a sustainable tree & woodland population for a growing city?	Reference to the City relates to the entire unitary area and thus it is considered that rural trees play an invaluable role.	No text amended.
4.0.2	4.0.2 - local communities should be involved in TPO's which can be divisive.	Noted. Where appropriate wider consultation has been introduced to assist with this divisive topic.	Text amended.
5.1.4	5.1.4 - It is important that ownership of trees is established in villages where disputes & litigation may be a factor. Some areas seem to have trees with no owners & a policy should be put forward to rectify this.	Noted. It is considered that this work falls outside the scope of the strategy however it is hoped that once a detailed inventory of the Council's tree stock has been achieved it will then provide clarity on ownership.	No text amendment.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.1.2	6.1.2 City Council Trees. Any inventory should include a Parish Council input as to the ownership of trees in villages. PC should have access to information on database to help manage their trees.	Noted. It is agreed that Parish input will be essential when creating the inventory of the Council's tree stock.	No text amendment.
Policy CTWG 5	Policy CTWG 5 - PCC should encourage community involvement via Parish Council as many already have volunteer tree wardens.	Noted.	No text amendment.
Policy VR 1	Policy VR1 - Importance of including Parish Council in any decisions.	Noted. Wider public consultation is valued and is thus clearly referenced within section 3 of the strategy.	No text amendment.
Policy PT 1	Policy PT 1 Use of TPO's & Conservation Areas - Parish Councils should be consulted prior to confirmation.	Where appropriate this is agreed and reference to this has now been included within section 4.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>I would like to request answers to the following points concerning the Peterborough Tree and Woodland Strategy.</p> <p>What are the basic reasons to move away from response based reactive works to a programme of inspections followed by tree works based upon those findings? Do both not mean the same?</p> <p>When OAP/Disabled residents living in their own homes - or privately rented or rent from a RSL (Cross Keys) what are the first actions they must take to begin the process of securing action on trees/shrubs causing a problem/nuisance?</p> <p>In the case of RSL tenants must all necessary tree works be sanctioned/authorised/paid by the RSL or do they re-charge to their tenants?</p> <p>In the case of tenants renting from a small portfolio landlord - and they live in a property that has overgrown and nuisance trees affecting public walkways or street lighting does PCC have the powers to force the landlord to undertake all necessary and appropriate action on their nuisance trees?</p> <p>If residents living in their own properties have overgrown trees in their garden areas - must they seek "authorisation" from the Local Authority to manage trim or remove the tree in question? Must all works be carried out after the bird nesting season? If trees/shrubs are removed in the bird nesting system, can these owners or Private Landlords be prosecuted? If so, who does the prosecutions?</p> <p>If a local resident has repeatedly sought to secure help to trim/prune/remove a tree causing a nuisance - but has failed to get any action from their landlord, neighbours, family</p>	<p>A separate email was sent to the Consultee to answer the questions asked. The responses provided are detailed as follows:</p> <ul style="list-style-type: none"> • The introduction of pro-active management will optimise the use of resources and move the Council to a defensible risk management system for trees and woodland. In addition it benefits from: increased efficiency by concentrating resources to the best effect /minimises requests for service/appropriate and systematic consultation in advance of the work programme. • If the resident rents the property it is suggested that their first step is to contact their landlord for assistance (subject to the rental agreement). Cross Keys have confirmed that the degree of assistance offered to tenants will be dependent on their needs assessment. If the resident owns the property the Council would suggest that they contact their own competent arborist. Having spoken to a Cross Keys representative it is believed that it depends on the tenancy agreement however the responsibility usually falls to the tenant. On the rare occasions that they sanction work on behalf of the tenant it is likely that they will be re-charged. • Typically the Highway Authority would serve notice on the owner/occupier of the property. It is highly unlikely that the tenancy agreement would not make the responsibility of vegetation management that of the tenant. Action would thus be taken against the tenant. Equally the landlord would more than likely to start proceedings for breach of tenancy agreement. • They resident should confirm with the Local Planning Authority if the trees are legally protected i.e. Tree Preservation Order, Contained within a Conservation Area or subject to Planning Conditions. • Work may be carried out throughout the nesting season providing nests are not present. It should be assumed that trees and 	<p>No text amendment.</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>and they simply can't pay for the tree works themselves - what actions can PCC instigate to help resolve the problem? Is there a "discretion" area of action and perhaps a way of helping with the cost of works?</p> <p>Is there anyway local Councillors could be informed of actions, before they are taken, on trees found to have issues within their respective Wards? So stopping the experiences of Ward Councillors - learning of local tree works, only after the event, when residents ask them "What is going on?"</p> <p>Prior information would be of enormous local benefit in our representation role. My first impression on the new philosophy of a 'right tree in the right place' and have works based on inspection finding, seems a sensible direction to ahead towards.</p>	<p>shrubs contain nesting birds between 1st March and 31st August unless survey work has shown it is absolutely certain that nesting birds are not present.</p> <ul style="list-style-type: none"> • It is an offence to take, damage or destroy the nest of any wild bird while it is being built or in use and the person authorising and undertaking the work could be prosecuted. • The Police would undertake the prosecution under the Wildlife and Countryside Act. • Regrettably there is no assistance that the Local Authority can offer the resident in these situations. • The introduction of pro-active management should allow local Councillors to be informed of tree work within their wards prior to work commencing. 	
	<p>Generally I have no major comments to make on this document as policies and priorities remain broadly the same; only a few more aspirational priorities seem to have gone. It builds on the previous version, and does so by making it briefer, removing a lot of but not all the repetition. This is generally an improvement, but has in some cases resulted in a loss or change of meaning. Additional contributions have been introduced but these have not been subject to the same discipline as the original document. As a result there is something of an imbalance between original and new text. Given more resources it would be good to look more radically at the document, but in the current climate I have resisted the temptation!</p>	Noted.	No text amendment required.
1.0.3	<p>1.0.3 grammar - in which replace with where .. 'Treed' replace with 'trees and'</p>	<p>The poor grammar is noted. The entire section has been redrafted.</p>	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.0.7	1.0.7 Formal promenading? Rapid growth started in late 70s	The suggested date of growth is accepted.	Text amended.
1.0.9	1.0.9 Absolute necessity?	Entire section redrafted to assist presentation.	Text amended
1.0.10	1.0.10 This in bold as it is a key statement	The suggestion of using bold text was accepted however the statement was redrafted for clarity.	Text amended.
1.1.2	1.1.2 will attempt to demonstrate the need for resources - not required	Modification agreed. Entire section redrafted.	Text amended.
1.2.2	1.2.2 Second sentence not clear which trees is it referring to. Is it really the case that significant numbers are reaching the end of their lives? What evidence?	It is agreed that evidence to substantiate this claim is unavailable and thus the entire section was redrafted.	Text amended.
1.3.1	1.3.1 Is there really increasing awareness?	It is the Council's opinion that an increasing awareness of the benefits of trees has been created through the media in recent years.	No text amendment.
1.3.7	1.3.7 mention of climate change would be useful	It is considered that the climate change section covers this suggestion.	No text amendment.
1.3.9	1.3.9 Air conditioning???? Mention extra land value provided by trees	Further clarity has been added within the redrafting of the section. The extra land value is noted however it was considered unnecessary to further expand this section.	Text amended.
1.4.1	1.4.1 Final sentence: 'Current resulting issues are...'	Poor wording of the sentence accepted. The entire section has now been redrafted.	Text amended.
1.4.2	1.4.2 A dilemma occurs	Noted. Entire section redrafted.	Text amended.
1.4.3	1.4.3 Drafting?	Agreed.	Entire section redrafted.
1.4.4	1.4.4 Do we want this? I am not aware that we are planting willows now	It was agreed that this paragraph was not required and subsequently the entire section re-drafted.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
1.4.6	1.4.6 It would be useful to expand this slightly as I do not believe that a coppice and standard is appropriate for most of our shelterbelts. Many are not wide enough for more than one mature standard, thereby opening the whole understorey. No point in suggesting what might have been better. Need to suggest what should be done	Agreed. Section reworded.	Text amended.
2.1.1	2.1.1 Must be succinct. Delete section 'i.e...'	Noted. Amendment agreed.	Text amended.
3.0.1	3.01 Irrelevant and meaningless to this strategy - delete	Noted. The statement is considered appropriate to demonstrate the requirement for the strategy to align with the Council's overarching strategic vision.	No text amended.
3.1.3	3.1.3 Forest of Peterborough is not imminent it is ongoing	Noted. The word imminent has been removed from the sentence and it reworded accordingly.	Text amended.
3.1.7	3.1.7 Not all residents are fond of trees!	Noted. It was agreed that the statement would be amended to refer only to certain residents.	Text amended.
3.1.8	3.1.8 Emergency works are exempt	Noted. Clarity added to statement.	Text amended.
4.1.6	4.1.6 Need to make point that trees can help reduce impact of climate change	Noted. It was agreed that the section required expansion to demonstrate that trees help reduce climate change.	Text amended.
4.1.7	4.1.7 Cited not sighted! Not sure of value of including this detail	Correction noted and it was agreed that the section required redrafting.	Text amended.
4.1.11	4.1.11 Not clear what this is saying. We previously had statements here about removing high water demand trees and keeping a low proportion of planting of trees sensitive to drought	It is agreed that this statement was not required and thus deleted from the draft.	Text amended.
5.1.4	5.1.4 Include reference	Agreed a full reference is required.	Text amended to now include the full reference
5.1.9	5.1.9etc Whilst I agree about the importance of this, it is not really strategy	It is agreed that this statement is not appropriate within the strategy and thus deleted from the draft.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.1.2	6.1.2 A database is essential prerequisite of pro active management not something going some way	The importance of a database is fully accepted and its importance in delivering a pro-active management system is noted. The wording of the paragraph has been redrafted to offer clarity.	Text amended
6.1.3	6.1.3 Diversity needs to be specified as an aim	The suggested amendment is accepted and the word diversity has been added.	Text amended.
6.1.4	6.1.4 This is procedure not strategy	It was agreed that this wording was inappropriate within the strategy.	Text deleted and section redrafted.
6.1.6	6.1.6 Computer system sounds a bit expensive, computerised database less so ?	Noted. It is considered that the drafted wording is currently acceptable to allow flexibility in the system used.	No text change.
Priorities for CWTG 3	3.2 What does this mean?	The priority demonstrates that contract staff are employed in a cost effective and productive manner. For example, work programmes will be scheduled in defined clusters where possible to avoid transport costs, aid efficiency and provide cost savings.	Text not amended.
6.2.3	6.2.3 Wording- many of p`s street trees are overmature. ?? In a few years?	Agreed that paragraph needed redrafting.	Text amended.
6.2.5	6.2.5 Policy does not need word 'to endeavour'	Comment accepted, however it is considered appropriate to retain the word as it is not always to guarantee protection.	Text amended.
6.3.2	6.3.2 wording	Noted. Paragraph reworded	Text amended.
Priorities for RA 1	1.2 old policy wording more succinct. Where replacement planting is inappropriate, plant new trees nearby	Agreed to retain existing wording as considered more succinct.	Text amended.
Priorities for POS 1	1 surely this should be 1.1 .in any case delete word minimal	Numbering corrected and suggested word deletion accepted.	Text amended.
6.5.2	6.5.2 Grimshaw and Highlees are LNRs	Noted. This statement was added.	Text amended.
6.5.3	6.5.3 Most woodlands are neglected, very little commercial surely	Noted. Greater clarity provided within the redraft.	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
6.5.4	6.54 Typo toll not tole	Amended	Text amended.
Priorities for CW 1	6.5.6 1.1 Disagree with continuous tree cover. Healthy woodlands need glades and open spaces not solid cover	Noted. The Council accept that glades and open spaces are required within a woodland. These areas are often the richest with regards to Biodiversity, which is also an objective within the policy. It is considered that a combination of these priorities will be applied to the mixed woodland environment that the Council owns.	Text amended to reflect importance of glades a
Priorities for UW 1	6.6.3 1.2 Cover is important but it may well not be conventional woodland cover that is appropriate - dense scrub may be more appropriate in some areas	This observation is noted. The wording of the policy now indicates that these are aspirations where appropriate rather than a definitive solution.	Text amended.
Policy UW 2	Policy UW2 Omit word endeavouring to consult replace with consulting	Amendment agreed	Text amended
Priorities for UW 2	1.1 Wording , 'ensuring' not 'ensuing'	Noted. Correction drafted	Text amended
6.7.1	6.7.1 Wording - they cannot all be approx. 200 yrs old - up to	Agreed. The sentence was drafted to confirm some of the trees are of that age.	Text amended
6.7.2	6.7.2 This sounds unlikely as there cannot be many elms left	Noted. The observation is noted however the Council are of this opinion and wish to retain the paragraph.	No text amendment
6.8.1	6.8.1 Life expectancy is very variable, 35 is far too prescriptive	Redrafted sentence.	Text amended.
6.8.2	6.8.2 Not clear. Greatest cost savings can be achieved by right tree in right place	Redrafted for clarity.	Text amended.
6.8.4	6.8.4 This paragraph is flippant and needs redrafting	Redrafted	Text amended.
6.10	6.10 Landmark Trees Need to put back introductory paragraph defining these	Noted. Definition now included	Text amended.

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>Apologies for the last minute e-mail due to broadband problems just noted. I am looking into the planting of trees in the village of Ailsworth using the Woodland Trust community planting initiative and also the Queens diamond jubilee celebration planting and the bigtree 100,000 planting as well. I assume you are mainly concerned with street and open space planting. We have lost many trees over the years and I am keen to be involved with particular reference to Right tree in the right place. Poplars are an obvious problem in many villages. Also the Nene trust are pursuing a tree removal plan and hopefully a replanting plan. Can you please include me in any discussion you may be holding in the future.</p>	<p>Noted. Support welcome and PCC have opened discussions with regard the potential to offer Parish support via the Natural Environment Grant Scheme for tree planting.</p>	<p>No text change.</p>
	<p>Appendix 3 I suggest that this would be better entitled 'operational guidelines'. Safety para wording last sentence</p>	<p>Suggestion agreed.</p>	<p>Text amended.</p>

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>PETERBOROUGH CIVIC SOCIETY PETERBOROUGH CITY COUNCIL's DRAFT TREES & WOODLAND STRATEGY. The Council's Trees and Woodland strategy was issued as a consultation document on 31st May 2011 with comments invited by 11th July. Peterborough Civic Society was included amongst the consultees along with national organisations (such as the Woodland Trust and the Forestry Commission) and local organisations including the Nene Park Trust, PECT, parish councils, Peterborough-based housing associations and major local landowners. It is a fairly comprehensive document running to 36 pages, updating the Council's 1998 strategy. It seeks to take account of the significant changes that have taken place over the past 13 years. It includes a number of key issues including a proposal to move away from response-based reactive works to a programme of inspections, followed by tree works based upon those findings. A right tree in the right place framework is proposed to avoid the selection and planting of inappropriate species. The draft strategy contains a great deal of the guidance that the Council's planners and agents will need to ensure a sustainable, attractive environment for the future. However there are some issues that could be made clearer: What is the impact of outsourcing the Council's tree and woodland management to Enterprise Peterborough? There seems to be no guidance on how to consider the impact of tree planting on distant vistas (for example Peterborough Development Corporation devised a view of the cathedral from Longthorpe Parkway but it is now obscured by tree planting around the rowing lake). Some reference on how to involve schools and school children in planting and maintaining trees would be helpful. As schools transfer out of council control to independent status, what</p>	<p>Taken in the order presented within the letter of comment.</p> <ul style="list-style-type: none"> • Reference has now been made to the new contracting arrangements with Enterprise Peterborough and its impact on delivery of the strategy. • Noted - Appendix 2 - Site Constraints now indicates the need to consider the impact of planting on vistas. • Noted - Section 6.9 now details the opportunities that schools offer and opportunities for encouraging children to be involved in the planting and aftercare of these trees. • Noted- the text has been amended to show that it is intended that at point of transfer, schools that take independent status will be required to continue to comply with the policies contained within this strategy. • Landmark trees are now defined within section 6.1 of the Strategy. • The proposed Tree Forum was removed from the Strategy as it is hoped that the Neighbourhood Councils, friends of groups etc will help fulfil this role within existing structures. • It is accepted that not all landowners may not be aware of grant aid schemes and thuthe wording amended to indicate that this may apply to 'most' landowners. • Neighbourhood Councils/ Committees will be consulted where appropriate in the developing consultation protocol being introduced by Enterprise Peterborough. • Noted - reference is now made to Peterborough Development Corporation. • Consideration of the use of fruit trees has been included within the species selection sub section of Appendix 2. • Clear reference has now been included to the use of British Standard 5837: 2005 "Trees in Relation to Construction - Recommendations". Compliance with this 	Text amended

<i>Strategy Reference</i>	<i>Comment</i>	<i>PCC Position</i>	<i>Outcome</i>
	<p>steps should be taken to ensure that the school authorities adhere to this Strategy? Reference is made to landmark trees. It would be helpful to define this term. Some suggestion on the composition, administration and function of the proposed Tree Forum would be useful. The Strategy (para 7.0.1) states that many notable trees grow in private gardens and that private owners '...are aware of the grant aid schemes ... to pay for maintenance works'. This may not be the case. What role should Neighbourhood Councils/Committees have in the strategy? How are they to be consulted? There are a number of references to the Development Corporation. It may be better to refer to the Peterborough Development Corporation. There is no mention of fruit trees within the Strategy apart from critical reference to the inappropriateness of cherry trees as street trees. There seems to be no reason why plum, apple and pear trees cannot be included in parks, urban woods and elsewhere. Surely the public would welcome their introduction? There needs to be reference to British Standard classification for tree classification. There are occasions in Peterborough when fairly low grade trees seem to be seen to merit retention when perhaps the long term benefit would be to remove older/ weaker specimens and strongly control the quality of replacement trees. Sometimes (from an architectural perspective) the tree management regime seems just short term. Following the adoption of the Strategy an Action Plan is to be drawn up. What are the target dates for this Plan? What opportunity will be given for consultation on the Action Plan? Overall the draft strategy is a welcome document. Peterborough Civic Society will be pleased to receive a copy of the final, adopted version. The Society would be grateful to receive a copy of the adopted Strategy in due course.</p>	<p>strategy should ensure appropriate classification of tree species in relationship to develop. Ensuring trees of merit are given the most priority for retention.</p> <ul style="list-style-type: none"> • On adoption of this document it is hoped that the Action plan will be produced within the early part of next financial year. 	

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ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 7
22 MARCH 2012	Public Report

Report of the Executive Director of Operations

Contact Officer(s) – Peter Garnham, Highway Maintenance Manager
Contact Details - 453458

PETERBOROUGH CITY COUNCIL - HIGHWAY MAINTENANCE PLAN 2011 - 16

1. PURPOSE

- 1.1 The report is being presented in order to seek approval to implement the Peterborough City Council Highway Maintenance Plan 2011 – 16.

2. RECOMMENDATIONS

- 2.1 For the Scrutiny Committee to approve the Highway Maintenance Plan for use with immediate effect.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

3.1

Creating opportunities - tackling inequalities	
Improving health – so that everyone can enjoy a life expectancy of the national average or above and benefit from speedier access to high quality local health and social care services.	Transport networks are an important part of any community in that they allow the free and easy movement of people and goods on a daily basis. Whether the use of Peterborough’s network is for a local journey by foot, bicycle and car or part of a longer journey the continued maintenance and availability of the asset is essential for the wellbeing of individuals and the economy as a whole. With many journeys beginning and ending on local networks the condition of local transport infrastructure is vitally important in order to ensure that vulnerable people particularly the elderly or disabled can feel safe and able to make short journeys to use local amenities at their convenience. Whilst roads are important it is hoped that by providing conditions conducive with the use of more sustainable modes of transport more people will choose to make short trips on foot or bicycle as an alternative to the car with the obvious health benefits.
Supporting vulnerable people – so that everyone can access support and care locally to enable them to maintain independence, should they be affected by disadvantage or disability at any point in their lives.	
Creating strong and supportive communities	
Empowering local communities – so that all communities and individuals are engaged and empowered, and take their opportunities to shape the future of Peterborough.	Through closer links via the Neighbourhood Committee’s local communities will be provided with the opportunity to have their say on what happens in their area. This may be particularly important where the needs within the community do not align with the maintenance need that is based rigidly on set engineering principles. Peterborough can boast a world class, extensive and well integrated road network and despite the City’s continued growth it still has one of the fastest peak and off-peak travel times for a City of it’s size in the country mainly due to its parkway network.
Building pride in Peterborough – so that we recognise, celebrate and take pride in Peterborough’s achievements, its diverse but shared culture and the exciting opportunities for leisure and relaxation.	

Creating the UK's environment capital	
Conserving natural resources – so that we reduce Peterborough's overall consumption of the Earth's natural resources.	Peterborough has an established network of independent footways and cycle ways that allow users in many cases to travel without having to use the road network, in many cases local journeys can be quicker on foot or bicycle than they are in a car. Through the focused maintenance of the footway and cycle way network more people will choose to walk or ride and leave the car at home. The annual slab replacement programme is completed with all waste slabs being crushed, graded and reused as sub-base material on other footway schemes.
Increasing use of sustainable transport – so that Peterborough has the highest proportion of citizens using sustainable transport modes in the UK.	
Delivering substantial and truly sustainable growth	
Creating a safe, vibrant city centre and sustainable neighbourhood centres – so that people have more diverse and improved places to visit and enjoy.	Good transport is essential for a successful economy and society. It provides access to jobs, services and schools, gets goods to the shops and allows us to make the most of our free time. Local roads are at the heart of the transport network, and have a key role to play in ensuring that transport delivers the services people need or want. Peterborough has a proven track record of attracting business investment and much of this success is attributable to its strong transport links and quality road infrastructure. The promotion of sustainable transport modes such as walking and cycling will support the aim to build strong communities with residents feeling less isolated and more likely to use local networks to access nearby amenities. This can only improve community spirit and make the area feel a better place to live. Continued routine and planned maintenance of the 'highway' asset as well as meeting safety and engineering needs offers significant visual benefit to neighbourhoods and communities and can engender pride in a street.
Increasing economic prosperity – so that the people of Peterborough can work locally, benefiting from a strong local economy that is an attractive destination for business investment, particularly in higher skilled sectors.	
Creating better places to live – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building	

The advice and procedures outlined in the report facilitate the reporting of network condition against set criteria for National Indicators (formerly BVPI's):

- NI 168 - Condition of Principal roads
- NI 169 - Condition of Non-principal roads
- BVPI 224b* – Condition of Unclassified roads
- BVPI 187* – Condition of Footways (Hierarchy 1, 1a & 2)

* Local Indicator

4. BACKGROUND

4.1 The Highway Maintenance Plan (HMP) seeks to update and replace the previous Highway Network Management Plan 2004/05 and whilst not of the same name it is broadly based on the earlier document. The HMP is intended to provide a reference to Councillors, officers and all those with an interest in how Peterborough's highway network maintenance is managed and delivered.

In line with national recommendations Peterborough City Council introduced its initial Highway Network Management Plan in 2004. Since that time advances in technology, maintenance techniques, legislation and environmental awareness have led to the need to update the format and amend the document to reflect the current practices as outlined in the national standard

'Well-maintained Highways' – Code of Practice for Highway Maintenance Management 2005.

The existence and adherence to a developed HMP better equips the authority for the future challenges in managing, maintaining and protecting the valuable highway asset for the benefit of the travelling public.

The table below compares the old and new documents and highlights the updated elements of the latest document: -

Section	Highway Network Management Plan 04/05	Highway Maintenance Plan 11-16	Significant changes
1	Highway Maintenance Strategy	Highway Maintenance Strategy	No significant changes just updated to reflect current Corporate aims and objectives
2	Peterborough's Highway Network	Peterborough's Highway Network	No significant changes however a review of Peterborough's carriageway network has been completed and appropriate hierarchies set that reflect the assets importance for usage: a footway hierarchy review is currently underway.
3	Resources	Resources	No significant changes just updated to reflect current resources
4	2002/03 Review	Highway Inspections	Significant changes – This section is now specific to the Highway Inspections process that previously took 2 pages in the old document compared to 9 in the new. Changes in National Guidance advise that Local Authorities are to take a risk based approach to highway defects and this has been reflected in the addition of a risk register to the plan.
5	Operational Procedures	Operational Procedures	No significant changes – updated to reflect current national survey methods and scheme selection criteria. Annual SCRIM Survey process included as Appendix 3. For the carriageway scheme programme, the results from these surveys form the basis of the carriageway condition score, which is then factored by Hierarchy and Location uplifts
6	Available maintenance methods	Planned maintenance methods	No significant changes
7	Winter Service	Winter Service	Content reduced in latest document as it simply reproduced elements of the companion document the Winter Service Operational Plan

5. KEY ISSUES

- 5.1 The updated Highway Maintenance Plan reflects the key changes to the national Code of Practice 'Well maintained Highways'. Whilst the recommendations of the Code are explicitly not mandatory authorities are recommended to adopt the principles of the Code, to adapt them as necessary based upon consideration of local circumstance and apply them consistently.

There are three significant changes to the HMP when compared to the 2004/05 document that also align with recommendations made in the 2005 Code; these are: -

1. the introduction of hierarchies that better reflect the importance for usage of individual assets
2. the introduction of a risk based approach to Highway Safety/Condition inspections
3. the addition of a Skidding Resistance Process

Use of hierarchies

A key recommendation of the 2005 Code was that authorities should develop a Maintenance Network Hierarchy for its highway assets.

These maintenance designations are not directly matched to the existing network classifications such as A B C class roads and it was never intended that these hierarchies be the same because they cover different aspects of network traffic and purpose.

The concept of a maintenance hierarchy is the foundation of a coherent, consistent and auditable maintenance strategy. This hierarchy should reflect the needs, priorities and actual use of each asset in the network and will be used as the main tool in determining policy priorities. Maintenance standards, targets and performance objectives will link to the hierarchy as will the process of establishing levels of service which is crucial to asset management.

The process for defining the hierarchy for carriageways and footways has initially been based upon traffic flows for roads, and defined priorities for footways and cycle ways. In addition, a further assessment has been undertaken to consider the type of road, the role of the route in a local context, and a consideration of functional factors that may influence how the road is managed.

The highway network in Peterborough consists of 882km of carriageway and 1,157km of footway and cycle way maintainable at public expense. In order to address the maintenance needs of the assets the overarching principle provided in Section 58 of the Highways Act is applied. This states that standards of maintenance should be "appropriate for a highway of that character and use by such traffic".

This report seeks approval of a common hierarchy to reflect the network management duty and the requirements for maintenance management based on highway functionality as recommended by the 2005 Code.

Highway Inspection Regime

The updated Highway Inspection process is the most significant change to the original 04/05 document.

The current method of managing highway defects is through the traditional method of prescribed levels of defect severity, based on the old superseded 2001 Code of Practice. Managing highway defects through risk management is now the accepted good practice, as recommended by the 2005 Code. Risk management is espoused by the Insurance Industry, in respect of third party highways liability claims and failure to meet these good practice guidelines could adversely affect the Council's repudiation rates of these claims.

The recommendations represent a policy change in the matter of dealing with the rectification of highway safety defects from prescribed standards to risk assessment. Risk management is the nationally approved methodology for responding to highway safety defects and is enshrined in the latest Code of Practice and supported by major Insurers.

It will lead to a more efficient and effective inspection service and a systematic and consistent inspection regime will assist in the repudiation of third party highway liability claims. It should also assist in enhancing customer benefits, through the improved prioritisation of responding to highway defects.

This report seeks approval of the proposed highway inspection regime and to the principle of determining response to highway defects by risk assessment, including endorsement of the proposed risk register of highway defects.

Skidding Resistance Policy

The maintenance of adequate levels of skidding resistance on running surfaces is a most important aspect of highway maintenance and one that contributes significantly to network safety, particularly for riders of motorcycles. Annual SCRIM surveys (Sideway-force Coefficient Routine Investigation Machine) provide a method of measuring the wet skidding resistance of the surface of the road network.

The 2005 Code recommends that authorities should have a strategy for the measurement, analysis and maintenance of the highway network in relation to skidding resistance.

The inclusion of the 'Annual SCRIM Survey Process (Appendix 3) provides a structured approach to measurement and monitoring of skidding resistance on the highway network. It allows for the collation of skid resistance measurements and accident data, and a method of scheme prioritisation that relates to accident risk.

6. IMPLICATIONS

- 6.1 There are no significant implications relating to the implementation of the Highway Maintenance Plan. Rather its approval and use will allow the Authority to continue to discharge its duty under the Highways Act 1980 "to maintain the highway network in a safe condition for all highway users" whilst also reflecting the recommendations made in the latest National Code of Practice.

7. CONSULTATION

- 7.1 Limited consultation was required for Section 4 'Inspections' which has been completely rewritten as compared to the 2004/05 document. This informal consultation was restricted to internal parties affected directly by the safety inspections process with all feedback being considered and amendments made as appropriate. Those consulted were Andy Tatt, Network Group Manager [and former Highway Maintenance Manager], all Highway/Streetworks Inspectors and Sue Addison, Insurance Manager.

8. NEXT STEPS

- 8.1 Following consideration by the Committee the Highway Maintenance Plan will be referred to the Cabinet for a decision.

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1 Delivering Best Value in Highway Maintenance - Code of Practice for Maintenance Management July 2001

Well-maintained Highways – Code of Practice for Highway Maintenance Management July 2005

10. APPENDICES

- 10.1 Appendix A – Highway Maintenance Plan 2011 -16

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Peterborough City Council

Highway Maintenance Plan 2011-16



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Figure 1 North Street before Resurfacing



Figure 2 North Street during Resurfacing



Figure 3 North Street after Resurfacing

INTRODUCTION

Everyone who lives in or travels through Peterborough will use the highway network, many on a daily basis. Those individuals will therefore have a very clear view on how the network meets their needs, whether this is in its design or how it is maintained. This will also have a significant impact on their view of Peterborough City Council who is responsible for the maintenance of the majority of the highway network within the Peterborough area.

The Highway Maintenance Plan details the aims and objectives of the Highway Asset Group. These provide the necessary links to the Peterborough City Council's Sustainable Community Strategy, Local Transport Plan (LTP) and Transport Asset Management Plan (TAMP). This establishes a consistency between community aspirations and how the highway maintenance service is delivered, within financial constraints.

The highway network represents an authority's most valuable asset. The value of this asset can be identified by more than just the actual cost of its physical replacement. There is value associated with serving the community's need to travel (be this on foot, by bicycle, by public transport or by car) or by allowing the easy distribution of goods for commerce or industry.

In common with other services provided by the Council, highway maintenance is carried out against a backdrop of increased expectations and limited resources. It is therefore essential that the use of all available resources is carefully considered and directed to maximum effect. The Highway Maintenance Plan promotes good practice and best value so as to deliver effective highway maintenance within the Peterborough area.

As local highway authority, Peterborough City Council has an absolute duty under the Highways Act 1980 to "*maintain the highway network in a safe condition for all highway users*". Failure to comply with this duty could result in the death or injury of highway users, which may lead to both criminal and civil action being taken against the Council. The intent of the Highway Maintenance Plan is to minimise the risk of any such injury or loss occurring within the constraints that the service operates under.

The Highway Maintenance Plan is intended to provide a reference to Councillors, officers and all those with an interest in how Peterborough's highway network maintenance is managed and effected.



Figure 4 Malborne Way prior to Resurfacing



Figure 5 Malbourne Way after Resurfacing

The Highway Maintenance Plan's Objectives:

- To ensure that Peterborough City Council meets its statutory obligations as local highway authority under the Highways Act 1980.
- To ensure that the provision of highway maintenance duly accords with Peterborough City Council's Sustainable Community Strategy, Local Transport Plan and Transport Asset Management Plan aims.
- To improve the general understanding of how highway maintenance is carried out within the Peterborough area.
- To involve all those that have an interest in how the highway network is maintained in the Peterborough area.
- To develop effective policies for the maintenance of the entire highway network within the Peterborough area based on good practice, updating these as and when necessary.
- To maximise the benefit of any investment made in maintaining the highway network for all highway users and so promote Best Value in the provision of highway maintenance.
- To seek improved means of procuring work and services.
- To improve the condition of the highway network wherever possible.

It seeks to meet the above objectives by:

- Considering the current condition of the highway by using survey data and analysing and commenting on the information gained.
- Identifying factors that are both currently and are anticipated to affect how the highway network will be maintained.
- Reviewing the performance of Peterborough City Council in effectively maintaining the highway network in its area, so providing best value to all highway users in the Peterborough area.
- Reviewing how the highway network is currently being maintained both in terms of policy and methodology.
- Providing targets for the future maintenance of the highway network within the Peterborough area.
- Identifying the resources allocated to the maintenance of the highway network.
- Utilising the duties and powers that Peterborough City Council has in maintaining the highway network.
- Relating how Peterborough City Council maintains its highway network to the guidance given in *"Well-maintained Highways" The Code of Practice for in Highways Maintenance Management* and the City Council's own Transport Asset Management Plan (2010) identifying shortfalls and taking measures to address these.



Figure 6 Footway in Church Street, Werrington before Maintenance

This scheme was part of the ongoing Slab Replacement Programme



Figure 7 Footway in Church Street, Werrington after Maintenance

SECTION 1: HIGHWAY MAINTENANCE STRATEGY

Context

Peterborough is an area of contrasts. It is a long established city with a cathedral dating back to pre-Norman times and areas have developed naturally around this. However, Peterborough was designated a 'New Town' in 1968 and the Peterborough Development Corporation was established to double the size of the population in close partnership with Peterborough City Council.

The Corporation devised a master plan that would concentrate the new development in four new residential townships. The last of these townships (Hampton) is currently being constructed to the south of the city and will consist of 5,000 houses and space for industrial and commercial development.

In April 1998, Peterborough City Council achieved Unitary Status and became responsible for the wider Peterborough area including many rural village areas, sharing boundaries to the north with Lincolnshire, to the east and south with Cambridgeshire and to the west with Northamptonshire.

The current population of Peterborough is 168,800, split between the Peterborough Urban area of 149,090 and the surrounding villages and rural area of 19,710 and that this will grow with the continued development in the Hampton Township, Greater Haddon and Stanground South development areas.

The highway network within the Peterborough area has developed to serve the needs of the growing community and throughout its history. When the expansion of a community is slow, so is the increase in highway infrastructure. However, the rapid expansion linked to 'New Town Status' meant the extensive construction of new sections of highway network. Peterborough, in common with other 'New Town' areas, now needs to consider how to react to large areas of the highway network concurrently reaching the end of their useful life. This problem is not experienced where expansion of the community proceeds at a slower, more natural pace.



Figure 8 Longthorpe Parkway

SECTION 1: HIGHWAY MAINTENANCE STRATEGY (Cont'd)

Aims and Objectives

Peterborough City Council's Vision is for a:

- A bigger and better Peterborough, that grows the right way, and through truly sustainable development and growth;
- Improves the quality of life of all its people and communities, and ensures that all communities benefit from growth and the opportunities it brings;
- Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.

The Council's Sustainable Community Strategy outlines the council's commitment to improve services and promote the economic, environmental and social well-being of the area. The four priorities identified within the strategy are to:

- Creating opportunities – tackling inequalities
- Creating strong and supportive communities
- Creating the UK's environment capital
- Delivering substantial and truly sustainable growth.

All of the above aims are underpinned by corporate objectives.

The Council, through its Performance Management Framework, ensures that all services identify how they contribute to the achievement of the corporate aims and objectives. Every service area generates its own service plan that directly links service objectives to corporate objectives and, thereby, to the implementation of the Sustainable Community Strategy. Service objectives are set and monitored on a frequent basis and many correspond with National Indicators, reported on as part of the Framework monitoring process.

The Highway Maintenance Strategy must have regard to the aims and objectives of the Corporate Performance Plan (which, in turn, links to the Sustainable Community Strategy). By doing so, it seeks to share the "vision" for Peterborough and maximise the Highway Maintenance Service's contribution to meeting the objectives.

It seeks to do this by clearly identifying the aims and objectives of highway maintenance in Peterborough. The Strategy also combines with other Council policies and plans (especially the LTP and TAMP) with the aim of maximising the benefits to the community by improving co-operation between the Highway Asset Management Group and other services provided by the Council and other external stakeholders.

SECTION 1: HIGHWAY MAINTENANCE STRATEGY (Cont'd)

The Strategy recognises that the highway network is the authority's largest and most valuable asset (although many may not perceive it as such). As part of the Council's Performance Management Framework, the Highway Maintenance Strategy Plan identifies the aim "to maintain the Authority's most valuable asset both efficiently and professionally whilst providing an accessible and responsive service to the population of the Peterborough area". The following broad aims were identified (and hold true to this Strategy):

- Provide effective routine maintenance of the highway network
- Provide effective planned maintenance of the highway network
- Provide a rational and reliable Winter Maintenance Service
- Establish a regular inspection regime for highways

These and other service Corporate Objectives that relate to the Highway Maintenance Service:

Creating opportunities – tackling inequalities	Improving health – so that everyone can enjoy a life expectancy of the national average or above and benefit from speedier access to high quality local health and social care services.
	Supporting vulnerable people - so that everyone can access support and care locally to enable them to maintain independence, should they be affected by disadvantage or disability at any point in their lives.
	Regenerating neighbourhoods – so that the most deprived communities can achieve their full potential and therefore contribute to and benefit from sustainable economic growth in the Peterborough area.
	Improving skills and education – so that the people of Peterborough have better skills and benefit from high quality education from cradle to grave, including through the new university.
Creating strong and supportive communities	Empowering local communities – so that all communities and individuals are engaged and empowered, and take their opportunities to shape the future of Peterborough.
	Making Peterborough safer – so that people of all ages and abilities can live, work and play in a prosperous and successful Peterborough without undue fear of crime.
	Building community cohesion – so that new communities are integrated into Peterborough and welcomed for the contribution they bring to our city and rural areas.
	Building pride in Peterborough – so that we recognise, celebrate and take pride in Peterborough's achievements, its diverse but shared culture and the exciting opportunities for leisure and relaxation.
Creating the UK's environment capital	Making Peterborough cleaner and greener – so that we become the UK's greenest city with attractive neighbourhoods, surrounded by beautiful countryside and thriving biodiversity.
	Conserving natural resources – so that we reduce Peterborough's overall consumption of the Earth's natural resources.
	Growing our environmental business sector – so Peterborough is the natural location for green businesses.
	Increasing use of sustainable transport – so that Peterborough has the highest proportion of citizens using sustainable transport modes in the UK.

SECTION 1: HIGHWAY MAINTENANCE STRATEGY (Cont'd)

<p>Delivering substantial and truly sustainable growth</p>	<p>Creating a safe, vibrant city centre and sustainable neighbourhood centres – so that people have more diverse and improved places to visit and enjoy.</p>
	<p>Increasing economic prosperity – so that the people of Peterborough can work locally, benefiting from a strong local economy that is an attractive destination for business investment, particularly in higher skilled sectors.</p>
	<p>Building the sustainable infrastructure of the future – so that we create the conditions for business, service and community prosperity and growth.</p>
	<p>Creating better places to live – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.</p>

Delivering these outcomes cannot be achieved by the Council alone, which is why partnership working is so important to realising the Sustainable Community Strategy's ambition. We will continue to build on our successes with the Police, the Primary Care Trust, and many other key partners to make this ambition a reality for the City and its community.



Figure 6 Resurfacing of Broadway 2009

SECTION 1: HIGHWAY MAINTENANCE STRATEGY (Cont'd)

Scope of Highway Maintenance

Highway maintenance is a wide ranging service which includes the following activities:

- **Reactive maintenance** responding to inspections, complaints or emergencies
- **Routine maintenance** providing works or services to a regular consistent schedule generally for patching, repainting of faded road markings, investigating problems with highways drainage, and barrier and fencing repairs following an accident
- **Programmed maintenance** providing larger schemes, primarily resurfacing, surface treatments or reconstruction of carriageways or footways to a planned schedule
- **Regulatory maintenance** inspecting, regulating and enforcement activities of others, much of this work will be undertaken by the Traffic Manager and their team, under the statutory duty for network management
- **Winter Service** providing salting and clearance of snow and ice
- **Emergency Response** providing a planned emergency response for adverse weather conditions and other emergencies.

Related activities

There are a number of related functions which are not specifically dealt with in detail in this strategy, but which on occasion affect or be affected by highway maintenance activity. They also have the potential for value to be added on Peterborough through joint working, co-operation and co-ordination. These include:

- Asset Management
- Network management, including utility company activity
- Highway development control
- Highway Engineering Improvements
- Street cleansing
- Public transport providers
- Town centre management, including use of public space
- Maintenance of surface water drainage systems
- Environmental management including trees, verges and soft landscaping.

In Peterborough through regular co-ordination meetings and the positive reinforcement of collaborative and partnership working all activities on the highway are carefully planned and programmed to maximise value for money and minimise disruption to road users.



Figure 7 Manor House Street before Resurfacing



Figure 8 Manor Street after Resurfacing, kerb and drainage improvements

SECTION 2: PETERBOROUGH'S HIGHWAY NETWORK

The highway network within the Peterborough area has developed along with the community of Peterborough over many years. This has led to an extensive and varied network that contains roads that were designed to the national standards of their time. The network includes the Parkway system (now some 30 years old), old urban residential streets, rural lanes (whose construction is largely minimal) and newer roads such as those at Hampton.

Over time, responsibility for the maintenance of the network has changed on several occasions, as have the design standards of most roads. Equally, the use of a section of highway may vary through new local development or changes to strategic routes, thereby affecting the nature and volume of traffic using it.

In order for the authority to be able to properly manage the highway network, it is important that it has accurate information of the extent and condition of relative asset elements. This information should contain the following:

- Name
- Location
- Size
- Classification/ Hierarchy
- Status
- Present condition
- Anticipated remaining life
- Value

The above applies to all features contained within the adopted highway such as:

- Carriageway
- Footway / cycleway
- Verge
- Structures
- Highway drainage
- Signs
- Street lighting
- Trees

Without the above information, a full and clear picture of the authority's liabilities cannot be gained. The Highway Asset Management Group is therefore currently improving the level of information it holds through processes such as the Asset Inventory database / DVD survey and the various types of highway condition surveys being undertaken. This awareness of the network (and the issues relating to it) will enable a more effective approach towards achieving "asset maintenance management", a developing requirement of highway authorities. Such asset management approaches allow for better direction of resources to areas of need.

Carriageway Hierarchy

The roads within Peterborough, as nationally, are broken down into basic classifications, these being motorway, A (trunk), A (principal), B, C and unclassified. The Highways Agency are responsible for the maintenance of motorways such the A1(M) and trunk roads such as the A1, A47(T) (east of the A1) and their maintenance is carried out by their supply chain partners. Peterborough City Council is responsible for the entire remaining adopted highway network including the principal A, B, C and unclassified roads.

SECTION 2: PETERBOROUGH'S HIGHWAY NETWORK (Cont'd)

However these classifications are historical and do not reflect the actual usage of the network. Therefore, the council has adopted a hierarchy based approach to asset management, where each route usage has been examined using criteria / guidance given in the "Well Maintained Highways" Code of Practice for Highways Maintenance Management (July 2005) and categorised as described in Table 1 below.

All of the roads mentioned so far are adopted public highways – i.e. maintained at public expense. There are other roads in the Peterborough area that, although not adopted, may still be public rights of way. In these instances, the maintenance responsibility usually rests with the road frontagers.

Peterborough City Council's adopted highway network is broken down as follows:

Table 1 – Physical Parameters of Peterborough's Carriageways by Classification

Length by Classification km's	
A Roads	73.2
B Roads	54.2
C Roads	156.3
U Roads	598.6
Back Lanes (V)	0.7 *
Total	882.3

*Not included in hierarchy

Table 2 – Physical Parameters of Peterborough's Carriageways by Hierarchy

Length by Hierarchy km's	
Strategic (Cat 2)	87.752
Main Distributor (Cat 3a)	54.204
Secondary Distributor (Cat 3b)	118.644
Link Road (Cat 4a)	86.469
Local Access Road (Cat 4b)	534.947
Total	882.016

SECTION 2: PETERBOROUGH'S HIGHWAY NETWORK (Cont'd)

Table 3 – Physical Parameters of Peterborough's Footway and Cycleway Network by Classification

Length / Area by Classification	
Footway length (A Roads)	40.3 km's
Footway area (A Roads)	94,124 sq m
% Slab / Modular	8.4%
Footway length (B Roads)	27.27 km's
Footway area (B Roads)	48,910 sq m
% Slab / Modular	0.0004%
Footway length (C Roads)	65.37 km's
Footway area (C Roads)	129,484 sq m
% Slab / Modular	9.9%
Footway length (U Roads)	584.69 km's
Footway area (U Roads)	1,175,880 sq m
% Slab / Modular	13.36%
Primary Footway & Cycleway Network length	162.26 km's
Independent Footways length	276.82 km's
Total (km's)	1,156.71 km's

Table 4 – Physical Parameters of Peterborough's Footway and Cycleway Network by Hierarchy

Length by Hierarchy km's	
Prestige Walking Zones (Cat 1(a))	2.392
Primary Walking Routes (Cat 1)	5.132
Secondary Walking Routes (Cat 2)	5.702
Link Footways Routes (Cat 3)	Full Footway hierarchy not completed
Local Access Footways Routes (Cat 4)	Full Footway hierarchy not completed

The new A605 Stanground bypass and A1073 Crowland Rd should be adopted during the life of this plan and this will result in a length of approximately 8.5 kms (not included above) becoming a principal road, maintained by Peterborough City Council, both of these may be expected to fall into the Strategic route category.

It is also anticipated that 3 approximately km of unclassified carriageway will be adopted each year from new development current taking place within Peterborough. It is anticipated that such adoptions (e.g. new highway in Hampton) will continue at a similar rate over the next three-year period.

SECTION 2: PETERBOROUGH'S HIGHWAY NETWORK (Cont'd)

Carriageway Hierarchy

Category	Hierarchy Description	Type of Road General Description	Detailed Description
1	Motorway	Limited access, motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use
2	Strategic Route	Trunk roads and some Principal "A" roads between Primary Destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited
3a	Main Distributor	Major Urban Network and Inter-Primary Links. Short-medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas, speed limits are usually 40mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety
3b	Secondary Distributor	Classified road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions	In rural areas these roads link the larger villages and heavy goods vehicle (HGV) generators to the Strategic and Main Distributor Network. In built-up areas, these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On street parking is generally unrestricted, apart for safety reasons
4a	Link Road	Roads linking the Main Distributor network to the Secondary Distributor network with frontage access and frequent junctions	In rural areas these roads link the smaller villages to the distributor roads. They vary in width and are not always capable of carrying two-way traffic. In urban areas, they are residential or industrial inter-connecting roads with 30 mph speed limits, random pedestrian movements and uncontrolled parking
4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or culs-de-sacs.

SECTION 2: PETERBOROUGH'S HIGHWAY NETWORK (Cont'd)

Footways and Cycleways

The Code of Practice for Highway Maintenance Management (July 2005) advises that the footway and cycleway networks should be broken down into alternative classifications that relate more to what use a particular section of the network is put to. This classification impacts directly on how a particular section of a network should be maintained and are identified in the Code as follows:

Footway Hierarchy

Category	Name	Description
1(a)	Prestige Walking zones	Very busy areas of towns and cities with high public space and street scene contribution.
1	Primary Walking Routes	Busy urban shopping and business areas and main pedestrian routes.
2	Secondary walking Routes	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.
3	Link Footways	Linking local access footways through urban areas and busy rural footways.
4	Local Access Footways	Footways associated with low usage, short estate road to main routes and culs-de-sacs.

Cycle Route Hierarchy

Category	Description
A	Cycle lane forming part of the carriageway, commonly 1.5 metre strip adjacent to the near side kerb. Cycle gaps at road closure point (no entries allowing cycle access)
B	Cycle track , a highway route for cyclists not contiguous with the public footway or carriageway. Shared cycle/pedestrian paths, either segregated by a white line or other physical segregation, or un-segregated
C	Cycle trails , leisure routes through open spaces. These are not necessarily the responsibility of the highway authority, but may be maintained by an authority under other powers or duties.

At present only the Footway Categories 1(a), 1 and 2 have been defined. This process was undertaken to produce the Best Value Performance Indicator BVPI 187 for the Department of Transport which the Council reported as part of its Performance Management Framework and LTP processes. This indicator is no longer required for the latest National Indicators but will continue to be collected to inform LTP3. The areas of footways considered for the hierarchy review for the BVPI 187 were based around the City Centre.

A review of footway hierarchies is underway (2010/11) and due to be completed to coincide with the implementation of new Maintenance Management Software (Pitney Bowes, Confirm).



Figure 9 Footway in Church Street, Werrington before Slab Replacement

This scheme was part of the ongoing Slab Replacement Programme



Figure 10 Footway in Church Street, Werrington after Slab Replacement

SECTION 3: RESOURCES

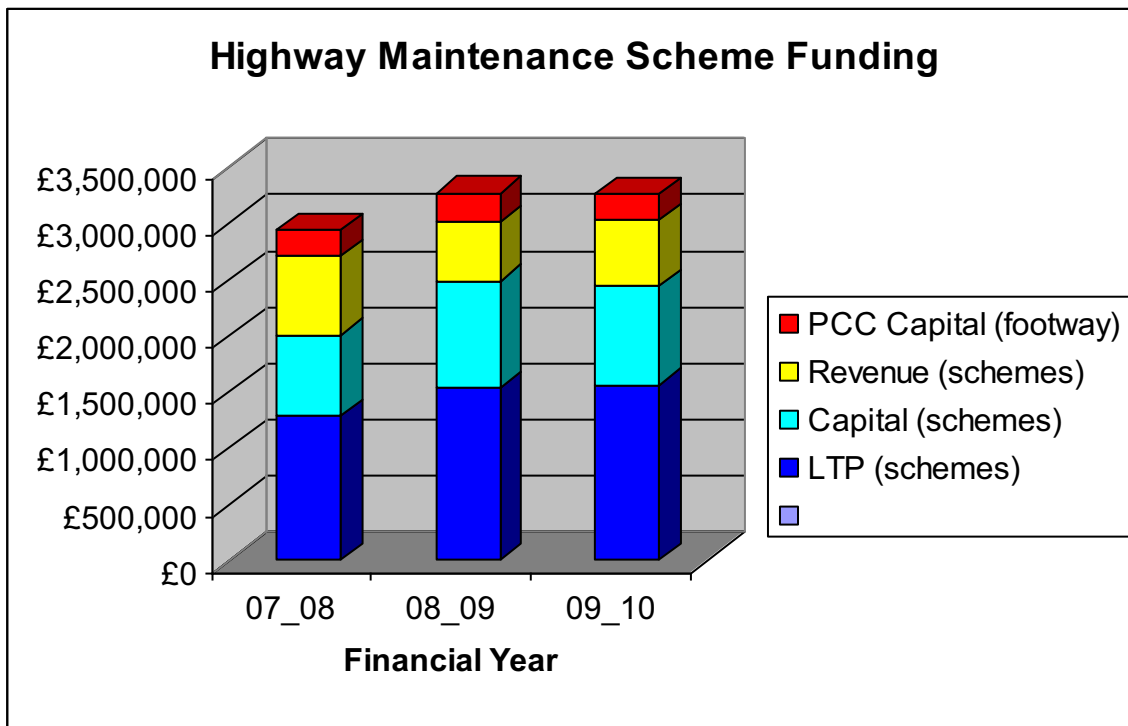
This section seeks to identify and quantify the resources used for the purpose of highway maintenance within Peterborough. This includes financial, human, contractual and equipment resources.

Financial Resources

Funding sources for highway maintenance within Peterborough are either of a capital or revenue nature. Large schemes are primarily funded through the Local Transport Plan capital maintenance allocations. Medium to small-sized schemes progress through the Peterborough City Council's capital and revenue budget allocations, the revenue budget also funds the routine maintenance works too (such as patching, gully cleansing and verge maintenance). Other new infrastructure schemes progressing through Local Transport Plan funding do result in indirect highway maintenance.

Capital and revenue allocations vary on a year on year basis, dependent on performance (in capital expenditure terms) and changing priorities within the authority. Fig. 3.1 shows the annual breakdown of expenditure for the previous 3 year-period (excluding structures and street lighting)

Figure 11 Highway Maintenance Scheme Funding

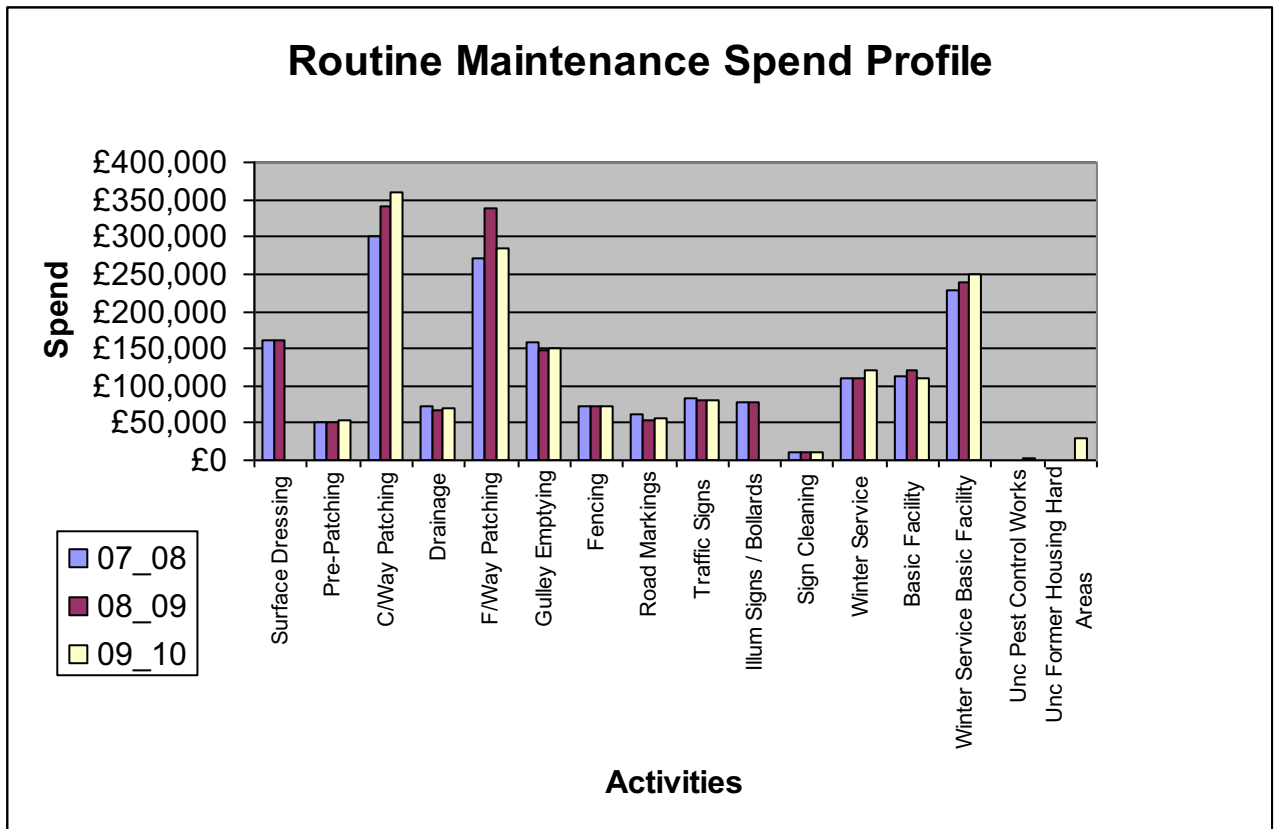


As can be seen from the above, the most significant aspect affecting the expenditure profile is the additional maintenance benefit accruing from Local Transport Plan (LTP) schemes, funding for the LTP comes from a grant from Central Government.

SECTION 3: RESOURCES (Cont'd)

A breakdown of the overall routine highway maintenance budget for the past three years can be seen in Figure 15 below:

Figure 12 Routine Maintenance Spend Profile



Human Resources

The responsibility for highway maintenance work within Peterborough City Council lies with the Highway Asset Management Group within the Planning, Transport and Engineering Services Division of the Operations Directorate.

The Highway Network Management Group, led by a Group Manager, is responsible for Asset/Highway Maintenance. The delivery teams under the direct control of the Group Manager are detailed below:

Highway Maintenance Team

Responsible for:

- General routine maintenance
- Structural maintenance schemes (carriageway and footways)
- Safety inspections
- Condition surveys
- Serving of notices and enforcement of HA1980 (including skips and scaffolding)
- Minor traffic management issues
- Maintenance of Public Rights of Way (PRoW)
- Winter Maintenance
- Street works Inspections
- Emergency out of hour's service.

SECTION 3: RESOURCES (Cont'd)

Staff:

- 11 Full time equivalents

Bridges and Drainage Team

Responsible for:

- Bridge maintenance
- Capital structures schemes
- Land and Highway drainage
- Non-highway infrastructure maintenance (on behalf of other departments)

Staff:

- 3 Full time equivalents

Street Lighting Team (under the line management of another Group Manager)

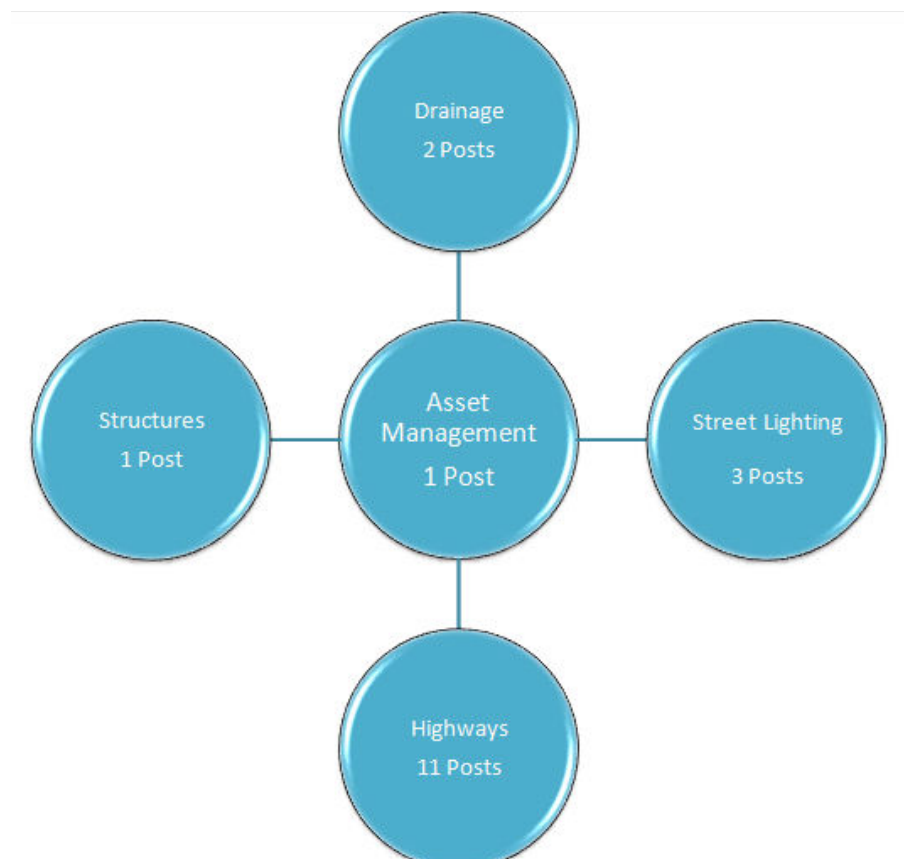
Responsible for:

- Traffic signs (illuminated)
- Street Lighting
- Traffic bollards (illuminated)

Staff:

- 3 Full time equivalents

Figure 13: Asset Management Delivery – Team Structure



SECTION 3: RESOURCES (Cont'd)

Contracts & Agreements

Peterborough City Council uses a number of contracts and other agreements for the purpose of highway maintenance. The Council's Standing Orders have historically dictated the format of these contracts. However, in order to secure "best value" and achieve less acrimonious working relationships with supply chain partners, a more flexible approach is needed. Environment, Transport and Engineering Services will continue to explore the scope to use alternative procurement techniques, as identified in the "Rethinking Construction" approach advocated in "the Egan report" (a progression of the earlier "Latham Report").

The details of contracts and agreements currently used by the authority for highway maintenance reasons are as follows:

Description	Type	Start Date	Duration	Value	Contractor
Highway Term Maintenance Contract , (including Routine Highway Maintenance, Safety Fencing Maintenance and Highway Schemes up to £150,000)	PCC Contract Schedule of Rates	01/08/2005	5 years + 2 + 3 year extension	£4,500k annum	Ringway Infrastructure Services
Road Marking & Road Stud	PCC Contract Schedule of Rates	01/06/2006	5 years (+1)	£57k/annum	Wilson & Scott
Verge Cutting	PCC Contract Performance			£750k	Peterborough Contract Services/ Service Team
Highway Consultancy (for Highway Maintenance section only)	PCC Contract	2 / 4/2007	5 years + 5 year optional extensions	£236k/annum	Atkins
Gully Cleansing	PCC Contract Schedule of Rates	1 / 4 /2007	5 year+ 2year extension	£157k/annum	ADC (East Anglia) Ltd

Highway Maintenance and Structures work only

In addition to the above, schemes for either individual or groups of schemes, may be procured via the Midland Highway Alliance route. In recent years, these are of a limited number though, mainly structures strengthening /improvement schemes.

SECTION 4: HIGHWAY INSPECTIONS

Safety Inspections

Safety inspections are used to identify defects likely to create a danger or cause serious inconvenience to users of the highway network or the general wider community and therefore require immediate or urgent attention. Safety Inspections are carried out on the entire adopted highway network within the Peterborough area.

The identification of defects takes place through:

- Routine Safety inspections
- Ad-hoc inspections identified whilst carrying out other duties on the network or following a third party report

Risk Assessment

In accordance with the recommendation in the 2005 Code of Practice the speed of response to identified defects has been developed from a process of risk assessment.

A risk matrix is detailed in Table 1.

The risk register for routine highway defects can be seen in Table 2.

Although it is not possible to identify every risk, the risks identified in the Peterborough risk register for Highway Safety Defects cover a wide range of risks likely to be encountered, it is not prescriptive. On-site judgement will need to take into account the particular circumstances of any defect such as:

- the extent of the defect
- the location of the defect relative to other highway features such as junctions and bends
- the position of the defect relative to the traffic (especially those of vulnerable users) such as in traffic lanes or wheel tracks
- The nature and extent of interaction with other defects
- Forecast weather conditions, especially potential for freezing of surface water

Response

Defect Categories

The Code defines defects in two categories, which correspond with those adopted in England by the Highways Agency (HA) in respect of motorways and trunk roads:

- **Category 1** – those that require prompt attention because they represent an immediate or imminent hazard or because there is a risk of short-term structural deterioration.
- **Category 2** – all other defects

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

Category 1

Wherever possible Category 1 defects should be made safe or repaired at the time of inspection: Where this is not possible Category 1 defects are to be made safe or repaired within **24 hours** from the time of identification during inspection. Some may require immediate attention as described below.

Where signing and guarding is required to make a defect safe, an arrangement for a system of regular inspection should be established to ensure that such signing and guarding is maintained in a proper condition.

Very dangerous defects require a response time of **2 hours** these are defects which due to their nature and location represent a particularly high risk.

When a category 1 defect is identified within a larger area of deterioration, only that part of the area which meets the criteria for category 1 defects shall be treated as a category 1 defect with the remainder being treated as a category 2 defect unless it is impractical to do so.

Some category 1 defects are associated with utility trenches/openings governed by the requirements of the New Roads and Streetworks Act (NRSWA). If the reinstatement is still within its guarantee period, is outside its specified tolerances and is within the category 1 criteria and the utility fail to act within the agreed timescale then the defect should be made safe and all costs recovered from the relevant utility.

Category 2

All defects identified during safety inspections that are not categorised a category 1 are automatically classified as category 2.

These defects are not considered to represent an immediate or imminent hazard but may have safety implications, although of a far lesser significance than Category 1 defects. Such defects are more likely to have serviceability or sustainability implications and whilst they are not required to be urgently rectified are subject to monitor and review at the next inspection or repair during the next available programme.

Category 2 defects have been further categorised according to priority, high (H) medium (M) and low (L).

Category 2 response times are appropriate to the various categories of defect and are based on the risk probability and its likely impact. This takes into account the likelihood of further deterioration before the next scheduled inspection.

The decision whether to record those defects which are considered low risk [Cat 2 (Low) – response E] and have no determined response time remains at the discretion of the Highway Inspector.

The response for this lowest category could be in the form of submitting a recommendation for surface dressing or a structural maintenance proposal.

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

Timescales

The response for each category and sub category of defect is detailed in the following table:

Defect	Response	Timescale
Cat 1	Response A	2 hours
Cat 1	Response B	24 hours
Cat 2 (High)	Response C	Up to 7 days
Cat 2 (Medium)	Response D	Up to 28 days
Cat 2 (Low)	Response E	More than 28 days - monitor and if necessary review condition at the next inspection or repair during the next available programme.

The timescales represent the minimum expected response however those identifying defects are able to apply faster response times if they deem it necessary according to individual circumstances and location.

A hazard initially treated as a Response A or B and 'made safe' may then require a longer term Response C, D or E to be used to follow up with a permanent repair.

It is important for Inspectors to consider the availability of [contractor] resource when scheduling inspections in order to ensure response times are met. Inspections should not be programmed on Friday's or before public holidays (Good Friday, Christmas Day).

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

PROBABILITY	IMPACT					
		Very High (5)	High (4)	Medium (3)	Low (2)	Very Low (1)
Very Likely (5)		25	20	15	10	5
Likely (4)		20	16	12	8	4
Possible (3)		15	12	9	6	3
Unlikely (2)		10	8	6	4	2
Rare (1)		5	4	3	2	1

Risk Factor	Defect Category	Priority Response	Priority Response Time
25	1	A	Up to 2 hours from inspection
15-20	1	B	Up to 24 hours from inspection
9-12	2	C	Up to 7 days from inspection
5-8	2	D	Up to 28 days from inspection
1-4	2	E	Defect low risk, monitor and if necessary review at next inspection or repair during next available programme.

Table 1 – Highway Defect Risk Prioritisation Matrix

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

Table 2

Safety Inspection Intervention Levels				
Ref	CARRIAGEWAYS			
	Defect Type	Intervention Level	Hierarchy (location) 2, 3a, 3b	Hierarchy (location) 4a, 4b
			Response	Response
1	Pothole (>150mm in all horizontal directions) Raised or missing block/channel Ridge, hump or depression Gap / crack (>20mm wide)	=> 75mm	A	B
		40 – 74mm	B	B
		20 – 39mm	D	E
	Edge Damage - encroaching beyond the inner edge of an edge line marking or where no marking encroaches 150mm or more into the running surface	As pothole		
	Edge Damage - within the inner edge of an edge line marking or encroaches less than 150mm into the running surface	=> 100mm	D	E
	Sunken cover or level difference within frame	=> 75mm	A	B
		40 – 74mm	B	B
		20 – 39mm	D	E
	Missing cover	All	A	A
	Polished cover	All	D	D
	Drainage - Blocked drainage feature or system (gully silted above outlet) causing standing water 1.5m or more from edge of carriageway 2 hours after cessation of rainfall	Yes/No	B	C
	Flooding - Property inundation as a result of defective highway drainage	Yes/No	A	A
	Flooding - substantial running water across carriageway	Yes/No	A	B
Footway intervention limits are to be applied to areas of carriageway designated for pedestrian use such as pedestrian/zebra crossings, refuges with adjacent drop crossings and adjacent to tactile paved crossing points				

Safety Inspection Intervention Levels				
Ref	VERGES			
	Defect Type	Intervention Level	Hierarchy (location) 2, 3a, 3b	Hierarchy (location) 4a, 4b
			Response	Response
2	Sunken area edge adjacent and parallel to carriageway edge (rural area)	> 100mm	C	D
		75 – 99mm	D	E
	Sunken area adjacent to and running parallel with footway edge (urban area with kerbed carriageway)	> 100mm	C	C
		75 – 99mm	C	D
		40 – 74mm	D	E

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

Safety Inspection Intervention Levels				
Ref	FOOTWAYS AND CYCLEWAYS			
	Defect Type	Intervention Level	Hierarchy (location) 1a, 1	Hierarchy (location) 2, 3, 4
			Response	Response
3	Trip / Pothole	=> 25mm	B	B
		20 – 24mm	C	C
	Trip / Rocking slab or modular paving (Inc Kerbs)	+/- 20mm	B	B
		+/- 15 to 19mm	D	E
	Trip /Rocking kerb (adjacent to footway or other pedestrian area)	+/- 20mm	B	D
		+/- 15 to 19mm	D	E
	Trip / Horizontal Gap	More than (20mm wide x 20mm deep)	B	C
		More than (20mm wide x 10mm deep) less than (20mm wide x 20mm deep)	D	E
	Rapid change of profile (Crowning/depression)	> 50mm extending in plan direction 500mm or less	C	D
		> 30mm and < 50mm in plan direction 500mm or less	D	E
	Sunken cover or level difference within frame	> 30mm	B	B
		20 – 30 mm	C	D
	Missing cover	All	A	A
	Polished cover	All	D	D
Drainage - Blocked drainage feature or system (gully silted above outlet) causing standing water 2 hours after cessation of rainfall sufficient to prevent use	Yes/No	B	B	
Flooding - Property inundation as a result of defective highway drainage	Yes/No	A	A	
Flooding - substantial running water across footway/cycleway	Yes/No	C	C	

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

Safety Inspection Intervention Levels			
Ref	GENERAL HIGHWAY FEATURES		
4	Defect Type	Hierarchy (location) 2, 3a, 3b, 4a, 4b	
		Intervention Level	Response
	Road markings	70% loss of effective markings – Stop or solid centre line	C
		70% loss of effective markings – Other	D
		30% loss of effective markings – Stop or solid centre line	D
		30% loss of effective markings – Other	E
	Road studs	Missing with hole left in c/way	As pothole
		Displaced item on c/way	A
		Defective or ineffective item/s	E
	Fencing	Damaged or misaligned Safety Fence	B *
		Safety Fence out of specification	E
		Damaged/misaligned Pedestrian Barrier	B *
		Pedestrian barrier out of specification	E
	* For fencing these response times are “to make the site safe “		
	Non-illuminated Signs	Mandatory sign badly worn, missing or obscured	B
		Warning or Regulatory sign badly worn, missing or obscured	D
		Other sign badly worn, missing or obscured	E
	Illuminated Signs/Bollards/Signals	Any - badly worn, missing, obscured, failed, exposed wiring etc.	Refer to Street Lighting or Traffic Signals Team
	Hedges and trees*	Unstable tree or branch causing danger of collapse onto highway	A
		Overhanging tree <2.1m high over footway Overhanging tree <2.4m high over cycleway Overhanging tree <5.1m high over carriageway	D
Oil / debris / mud / stones and gravel on a carriageway that are likely to cause a hazard		Refer to Street Cleansing	
Present on running surface of 'live lane'			
Street furniture	Present on running surface not normally trafficked (e.g. adjacent to splitter island or off line on roundabout)		
Street furniture	Damaged street furniture causing a significant hazard	B	
* Inspectors are not qualified to complete detailed tree inspections rather they are expected only to take note of any encroachment or visibility obstruction and any obvious damage that could threaten the safety of highway users. Support should be sought from qualified arboriculture trained staff as and when necessary. Inspectors are not expected to complete condition surveys of trees.			

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

Safety Inspection Frequency

Safety inspections within the Peterborough area are and will continue to be carried out at the following frequencies. These have been derived from and compared against the recommended frequencies as given in the Code of Practice and can be seen in the following table:

Feature	Cat	Description (As CoP Table 1& 2 Section 8)	Code of Practice Recommended Frequency	Peterborough City Council Frequency	Inspection method
Roads	2	Strategic Route	1 month	1 month	Driven* ²
	3a	Main Distributor	1 month	1 month	Driven* ²
	3b	Secondary Distributor	1 month	3 months* ¹	Driven* ²
	4a	Link Road	3 months	6 months* ¹	Driven* ²
	4b	Local Access	12 months	12 months	Driven* ²
Footways	1a	Prestige Area	1 month	1 month	Walked
	1	Primary Walking Route	1 month	1 month	Walked
	2	Secondary Walking Route	3 months	3 months	Walked
	3	Link Footway	6 months	6 months	Driven
	4	Local Access Footway	12 months	12 months	Driven
Cycleway	A	Cycle Lane	As for roads	As for roads	As for roads
	B	Cycle Track	6 months	6 months	Walked/cycle
	C	Cycle Trails	12 months	12 months	Walked/cycle

*¹ **Note:** these inspection frequencies deviate from those defined in the Code of Practice for Highway Maintenance Management that does recognise the need for local authorities to interpret the guidance to suit their own local circumstances. This departure from the Code is necessary following consideration of the availability of resources within the Unitary Authority.

*² **Note:** where adjacent footway inspections are designated as 'walked' these roads will be inspected on foot at the same time as the footway

Driven Inspections

Where two officers are required on an inspection the responsibility for the inspection will be taken by one person defined as the 'Inspector' with the second acting as an assistant.

- Driven Inspections are to be undertaken from a slow moving vehicle with a dedicated driver and Inspector in a suitable vehicle appropriately liveried
- The following maximum speeds have been defined for inspections carried out from a moving vehicle:
 - High Speed Roads 50mph and above (carriageway only) – 40mph
 - Urban Roads <50mph (carriageway , footway or joint) – 20mph
- Notwithstanding the above the Inspector must use his discretion to determine a suitable speed having regard to all the circumstances including the prevailing weather and road conditions
- Consideration must be given to the safety of the inspection team and other road user during driven inspections
- Where footways are inspected from a moving vehicle and exist on both sides of the road the road is to be driven in both directions in order to give a clear view of the footway from the passenger seat.

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

- Where an Inspector's view of the footway is obscured by two or more cars parked in a row or other significant obstruction consideration should be made as to whether that section of footway should be inspected on foot. Inspectors are sufficiently experienced to judge whether a walked inspection is justified having regard to all the circumstances including the general age and condition of the footway either side of the obstruction
- All slabbed footways are to be walked regardless of category or hierarchy.

Walked Inspections

When carrying out walked inspections the Inspector is required to walk both footways (either side of the road) and identify defects over the whole highway as appropriate. Further passes may be necessary in wide pedestrian areas or alternatively arrangements can be made to carry out walked inspections in pairs to increase efficiency.

Routine Condition Surveys

These surveys are carried out annually and coincide with a safety inspection. They are undertaken by the Area Highway Inspector. The survey is a basic assessment of the condition of a highway feature based on a 1 to 5 scale, with 1 representing a near perfect feature and 5 representing totally failed feature.

These scores are recorded and used in the selection of sites for inclusion in planned maintenance programmes in following years.

Where an Area Highway Inspector believes that it is not economically viable to restore a section of the network to a satisfactory condition with limited maintenance works, the Highway Maintenance Team Manager shall be informed this site will then be included on the Highway Maintenance Scheme proposal database. It will then be surveyed and rated accordingly.

Inspectors should have particular regard for surface treatments that may be appropriate for inclusion on future programmes – such as surface dressing, micro asphalt and slurry seal.

SECTION 4: HIGHWAY INSPECTIONS (Cont'd)

Recording of Inspections, Defects and Remedial Works

It is vital that accurate and reliable records are maintained relating to the activities of the Council with regards to the highway maintenance activities undertaken. This is especially true in the area of safety inspections.

Currently records of highway maintenance activity are maintained on a highways management software package called SBS Confirm – Highways, as supplied by Pitney Bowes. This system consists of a highway inventory identifying all adopted streets within the Peterborough area. It maintains records of all safety and ad-hoc network inspections and relates the inspection to any defect found and any instruction for remedial action, if required.

The records contained in the Pitney Bowes Confirm-Highways system are retrievable and help protect the Council should a claim be made relating to the condition of the highway network. It is therefore imperative that anyone undertaking either safety inspections or issuing instructions for works ensures that an accurate record of their actions is entered onto the system. This may either be done directly onto the main Confirm Highway System or, preferably onto the hand-held Field Booking Instruments (FBI), where provided.

A brief outline of the functionality of this system is as follows:

- Maintains a highway inventory containing all adopted streets in the Peterborough area.
- Generates inspection routes for the Council's Highway Inspectors
- Records inspection details
- Relates details of defects to identified from inspections
- Relates instructions for remedial works to defects/inspections
- Issues either electronic or hard copy instruction to contractor (dependent on contract)
- Establishes the status of instruction
- Records details of actual remedial work undertaken and submits a request for payment by contractor
- Records and reports on financial matters
- Reports on the highway maintenance aspect of a streets history
- Reports on performance relating to highway inspections
- Reports on performance relating to contractor performance

Inspector Training

If the council is to provide evidence that is to be used in court, it is essential to be able to demonstrate that the individuals who complete inspections are adequately trained. Inspectors are to receive formal 'Highway Inspector' training to ensure they are competent in the completion of inspections.

Peterborough City Council's Highway Inspector's are to complete the Leicestershire LANTRA Award 'Highway Inspector Training Scheme' (or similar) prior to participating in safety inspections as the nominated 'inspector'. This training is not required for the assistant role.

SECTION 5: OPERATIONAL PROCEDURES

Structural Condition Surveys

The main purpose of these surveys is to collect data so it can effectively prioritise planned maintenance work. It is essential to build up a comprehensive picture of the condition of the asset. Priorities, timing and appropriate treatments can then be selected by using United Kingdom Pavement Management System (UKPMS) and local engineering judgement, to give optimum results in terms of maintenance costs against preservation of asset value.

Structural condition surveys also support the following operational/reporting purposes:

- To identify priorities for planned maintenance;
- To support the Local Transport Plan and other funding bids;
- To report network condition against criteria for National Indicators (NI formally BVPIs);

The use of the UKPMS is mandatory in all cases where survey assessment are undertaken to provide National Indicators. The UKPMS also gives outputs regarding asset condition, treatments required and possible budgetary requirements. Before a software house can market a UKPMS they need to pass independent testing to confirm they comply with the national requirements. The systems on the market have all been developed to a national specification and incorporate rules and parameters which will enable the same condition scores and treatment recommendations to be output, irrespective of which system provider is used. Peterborough CC is in partnership with Cambridgeshire CC in using WDM Ltd UKPMS software, giving a vastly reduced procurement cost to both authorities. As well as the software being independently tested each type of survey have annual health checks and only accredited suppliers can undertake these road condition surveys.

Peterborough City Council is part of an Eastern Region consortium which has procured Highway Condition Surveys (machine based surveys only) jointly via Eastern Shires Purchasing Organisation (ESPO). This contract runs from 1 April 2005 to 31 March 2011, extendable by two years. The present service provider is WDM Ltd. This consortium achieves economy of scale in providing road assessment surveys.

The quantity and location of these surveys are reviewed on a regular basis after considering changes either in policy or to the highway network. The previous years survey coverage and NIs /BVPIs are detailed in Appendix 1.

SECTION 5: OPERATIONAL PROCEDURES (Cont'd)

Description of Survey Types

Deflectograph Survey

The deflectograph vehicle operates at approximately 2km/hour, taking measurements every 5m of the transient deflection of the carriageway surface under the passage of a heavy wheel load. This test establishes the strength of the road structure through applying a known load to a road surface. A measurement is taken of how much the road gives or “deflects” when the load is applied. This data, along with details of the road construction, enables the long term structural performance of the road to be calculated and can then be used to predict the ‘residual life’ of the road. The residual life enables future maintenance requirements to be identified before there are any visual surface defects and also helps ensure maintenance works are designed to improve the anticipated life span of the road. This test is currently used on Principal Roads. If a road with 0 years residual life means that it has lost its strength and may be considered for reconstruction.

Within Peterborough, a rolling 10-year programme results in 10% of the principal road network being surveyed each year. The data produced from the survey is extremely useful in monitoring the changes in structural condition of the principal network in Peterborough and can contribute to forward works programme.

Deflectograph surveys are not carried out on non-principal and unclassified roads within the Peterborough area.



Figure 14 Deflectograph Survey Vehicle

SECTION 5: OPERATIONAL PROCEDURES (Cont'd)

Sideway-force Coefficient Routine Investigation Machine Survey (SCRIM)

The maintenance of adequate skid resistance on running surfaces is an aspect of highway maintenance which contributes significantly to network safety. Measurement of skid resistance requires the use of specialist testing equipment. Roads carrying high traffic levels, particularly those with large numbers of heavy vehicles, are most prone to loss of skid resistance. The SCRIM survey establishes the skid resistance of a road surface by using a specially adapted vehicle installed with an additional wheel offset by 20 degrees. As the vehicle is driven at the test speed of 50kph, a controlled flow of water is applied to the road surface ahead of the wheel. A measurement is taken of the sideways force applied to the wheel which is then used to provide the SCRIM value. The results of this test will draw attention to areas of the network that have poor skid resistance values and therefore pose a potential hazard for the highway user. The Design Manual for Roads and Bridges provides details for the investigatory levels for skid resistance which will vary, depending on the character of the site.

100% of the principal road network is surveyed annually, however, the timing of this survey is staggered each year, between Early, Mid and Late season, to allow a characteristic SCRIM coefficient value to be produced for each section of the network using the Annual Survey Method. This methodology is recommended by the Code of Practice for Highway Maintenance Management, as this reduces between-year variations of skid resistance.

The survey data is used to target surface improvements to sites where casualty reduction can be expected. The annual SCRIM process is detailed in Appendix 3.

No surveys are carried out on the non-principal and unclassified network.



Figure 15 SCRIM Survey Vehicle

SECTION 5: OPERATIONAL PROCEDURES (Cont'd)

SCANNER survey

The SCANNER survey has been introduced following national problems of inconsistency with UKPMS Coarse Visual Surveys (manual surveys) and as a replacement to the Deflectograph survey, as a network management tool. The SCANNER survey became mandatory in England in 2004/05 for reporting of Best Value Performance Indicators BVPI 223 (Principal Rds) and 224a (B & C roads), these indicators have now been replaced by National Indicators NI168 & NI 169 respectively.

The survey involves a specially adapted vehicle which is driven at normal traffic speed over the highway network to measure and record surface characteristics, such as:

- Wheel path rutting
- Cracking
- Texture profile
- longitudinal profiles
- Survey speed
- Road geometry
- Spatial co-ordinates of sections and data

These are fast surveys with real time processing of condition information that have been introduced with the aim of providing both reliable and repeatable information for the assessment of carriageway condition.

The SCANNER survey is presently undertaken on A, B, C roads to report the National Indicators; the coverage is laid down in the guide lines for NI production. Also, this same information forms the basic condition information used to prioritise the forward works programme for carriageway resurfacing works. From 2010 the coverage of the SCANNER survey will be extend to Unclassified roads which have a hierarchy of Secondary Distributor or higher. This will allow the condition assessment and funding of the carriageway resurfacing refurbishment of the Strategic Route, Main and Secondary Distributors to be based on the same base condition data.



Figure 16 SCANNER Survey Vehicles

SECTION 5: OPERATIONAL PROCEDURES (Cont'd)

UKPMS Coarse Visual Inspection Surveys (CVI)

This survey is primarily a carriageway survey, but covers the full highway width including footways, verges and cycleways, it establishes road condition by visual (human) means and survey data is collected from a **driven** inspection of the network. These surveys are carried out using parameters set within the UKPMS. Visible defects (see below) across the full highway are recorded and classified within the criteria of UKPMS.

- Edge deterioration
- Cracking
- Rutting
- Wheel track cracking
- Settlement
- Surface deterioration
- Surface course deterioration
- Joint seal (concrete carriageways)

This data is then processed using UKPMS compliant software from which a score is derived. This survey is only used on the Unclassified road network, a proportion of the unclassified network is surveyed annually, as well as locations which have been submitted for the carriageway resurfacing forward programme. The condition score is then used as the base condition data in assessing the merit of the scheme against other scheme similarly submitted for consideration for the forward works programme for carriageway resurfacing.

Detailed Visual Inspection Surveys (DVI)

This survey establishes footway or road condition by visual means and survey data is collected from a **walked** inspection of the network. These surveys are carried out using parameters set within the United Kingdom Pavement Management system (UKPMS) in order to achieve consistent results nationally. Visible defects (see below) are recorded and classified within the criteria of UKPMS.

- Cracking
- Settlement
- Longitudinal trips
- Spot defects
- Fretting
- Damaged blocks/flags

This data is then processed using UKPMS compliant software from which a score is derived. Over the recent years DVI surveys have been undertaken on the footways within Peterborough with a hierarchy of 1(a), 1 and 2, to produce BVP Indicator 187. BVPI 187 is no longer a mandatory survey and these resources may be used to assess the footway locations submitted for consideration to go onto the Footway forward works programme.

Currently, CVI and DVI surveys are carried out by the consultant Atkins, via their consultancy contract with the authority.

SECTION 5: OPERATIONAL PROCEDURES (Cont'd)

Scheme Selection Criteria

It is unlikely that sufficient resources will ever be available to undertake all of the necessary highway maintenance schemes required at any one time. Therefore, it is important to establish a clear and sound means of prioritising sites that require major works. The Highway Maintenance team, within the Asset Management Group, have adopted a more rigorous use of Asset Management data when prioritising maintenance scheme bids into a works programme. Further data is being captured that will facilitate the development of provisional rolling five year core maintenance programmes, ensuring that maintenance budgets are allocated to achieve maximum return on the investment. This rolling five year maintenance programme will also create greater opportunities for co-ordinating and programming maintenance work with other programme areas, such as traffic management/engineering schemes to reduce scheme costs.

The government has encouraged local highway authorities to adopt the UKPMS methodology so that maintenance needs can be consistently assessed at a national level. This may be done using either the Course Visual Inspection (CVI) or SCANNER survey.

Peterborough does not undertake either of the above surveys over the whole of the highway network as can be seen in Appendix 1. This shows both the current survey regime in Peterborough and the recommended national survey regimes as given in the Code of Practice

Where UKPMS data is available, it is used as a means of prioritising the forward works programme for carriageway resurfacing/reconstruction schemes on the road network. However, on all other elements of the network, a local methodology is currently employed to determine scheme selection

Structural Maintenance Assessment Procedure.

Carriageway Schemes

Engineers interrogate the SCANNER Road condition data for parts of the network which have a Road Condition Index (RCI) of over 40 (amber). The condition data is overlaid onto plans of the network and where clusters of scores >40 occur a possible scheme is highlighted. The total RCI score for a highlighted scheme location is then divided by the proposed scheme length to give a basic score.

Unclassified roads are not surveyed by the SCANNER method and their assessment for schemes are based on CVI surveys, with up to 25% of the Unclassified Network being surveyed each year including locations which are identified for consideration on recommendation from Area Highway Inspectors and other members of the Highway Asset Management Group. The CVI survey also gives a Road Condition score, but it cannot be compared to the SCANNER RCI.

These basic scores are then factored a further two times, as detailed below:-

Hierarchy Factor		Location Factor	
Hierarchy	Score	Location	Score
Strategic Route	1.5	Urban/industrial/commercial	1.3
Main Distributor	1.4	Sub-urban (parkways and schemes which have both rural and urban sections)	1.2
Secondary Distributor	1.3	rural	1.1
Link Road	1.2		
Local Access Road	1.1		

SECTION 5: OPERATIONAL PROCEDURES (Cont'd)

There is also an Engineer's veto/enhancement which takes into consideration factors like location of schools, mosques and the like. The veto may be used because of future major developments or the condition basic score does not warrant the location to be resurfaced or treated. When this occurs the Engineer will record in writing the reason for the decision.

As there is no direct link between SCANNER and CVI scores, possible future schemes are split into two categories:-

Category One; contains all proposed resurfacing and surface treatment schemes on the Strategic, Main and Secondary Distributor Hierarchies, which is funded by the Local Transport Plan (LTP) settlement from Central Government. All these routes are routinely surveyed by the SCANNER survey machine.

Category Two; contains all proposed resurfacing and surface treatment schemes on the Link and Local Road Hierarchies, which is funded by a proportion of the Peterborough City Council Capital budget.

Footway Schemes

The Local Transport Plan consultation process identified a clear public preference for replacing slab footways with bituminous footways. Therefore, a slab replacement footway programme has been undertaken over recent years with a policy of bituminous refurbishment as a construction treatment (unless the site is within a conservation area).

Area Highway Inspectors mainly identify potential sites for structural footway / cycleway maintenance works. However, other members of the Highway Asset Management Group do also identify sites for consideration.

Any potential site is entered onto a scheme database and a site survey request report is produced. All such sites are then surveyed and assessed jointly by the Area Highway Inspector and the Highway Inspection and Works Team Senior Engineer and a "Condition Level" is applied, based on the definitions contained within Table 1. This is purely an assessment of the structural condition and the level of possible public liability claims. The results from this survey are then entered into the database.

Condition Level	Definition
1	As new no defects
2	Good condition requiring little local remedial work. No public liability defects
3	Average condition containing numerous defects (some possibly public liability) requiring local remedial action. This level may indicate preventative maintenance required
4	Below average condition with many defects (high number of public liability defects). This level indicates a condition where resurfacing may be required
5	Severely deteriorated condition requiring reconstruction

Table 1: Condition Factor

SECTION 5: OPERATIONAL PROCEDURES (Cont'd)

Following this, a number of other factors are applied to prioritise footway / cycleway schemes. It is important to direct resources to areas of the network that are used more heavily so a “hierarchy factor” is applied. As can be seen in Table 2, higher values apply to heavily used sections of the footway / cycleway network

Cycleway		Footway	
High use cycleway	4	City centre	5
Medium use cycleway	3	Busy urban	4
Low use cycleway	2	Urban or busy rural	3
		Rural	2

Table 2: Hierarchy Factor

Consideration also needs to be given to the cost implication if structural footway / cycleway maintenance works are not carried out. If a section of the footway / cycleway network is allowed to deteriorate, it may mean that either a higher level of remedial works, such as patching, will be required to ensure that the public are not put at risk or that a more expensive method of maintenance will be required. Table 3 illustrates the factors applied to take this aspect into account.

Description	Factor
Little additional cost incurred by deferring scheme	1
Moderate additional cost incurred by deferring scheme mainly due to the cost of remedial works required to ensure that the site is safe	2
High level of additional cost incurred by deferring scheme due to remedial works required to ensure that the site remains safe or where delay would result in more expensive treatment at a later date	3
Very high level of additional cost incurred by deferring scheme leading to substantially more expensive treatment being required at a latter date	4

Table 3: Cost Factor

Parish / Ward	Location	Section	Type	Treatment	Condition Score	Hierarchy Factor	Cost Factor	Total Score
Orton Southgate	Bakewell Road	Entire length	Footway	Reconstruct	3	3	2	18
City - Stanground	Brodsworth Road	Entire length	Foot / cycleway	Resurface	4	3	2	24

Table 4: Footway Re-surfacing 2011-12

Having established the applicable factors to the surveyed site, the factors are multiplied together and accordingly ranked against each other (with a maximum value of 100). The results are then analysed and other factors, which cannot be so simplistically applied (e.g. such as conflict with other works) are considered. Judgement is then used to decide on which schemes should go forward for inclusion in the structural footway / cycleway maintenance programme

SECTION 6: PLANNED MAINTENANCE METHODS

<u>CARRIAGEWAY</u>	Life	Cost per sq m
<p><u>Reconstruction</u></p> <p>Sometimes the condition of the road structure will deteriorate to a point where the only appropriate action left is to excavate the old road to a significant depth and totally rebuild the road to the required standard. Wherever possible, this event should be avoided by the timely use of other less extensive and expensive methods. Reconstruction of urban roads will undoubtedly involve conflict with underground mains and supplies, which also complicate and add to the cost of any scheme. This method should restore a full design life to the road subject to adequate future maintenance.</p>	20-30 years	£ 65.00
<p><u>Full Depth Recycling</u></p> <p>This process seeks to reconstruct a road that has become weakened and lost its shape. Its use will restore strength and return the road back to an acceptable surface regularity. The process involves the controlled breaking up of the existing road surface which then can either be recycled on site (using specialized equipment) or transported off site (to recycling plants that are able to recycle the material for transport) and returned back to site and re-laid. A new surface course is, however, always applied to a recycled road. The technique is still developing as an environmentally friendly means of maintaining certain roads. Certain sites may have too many constraints for the process to be practical</p>	15-20 years	£ 85.00
<p><u>Resurfacing</u></p> <p>There are two options available when resurfacing a road - <u>overlay</u> or <u>inlay</u>. The option used will be dependent on the site. The aim of resurfacing is to restore the surface course of a road.</p> <p>Both processes generally use new materials. Materials used may include hot rolled asphalt (HRA), thin surface course (TSC) and asphaltic concrete. The choice of material and depth to which it is laid will be dependent on the site. Any necessary remedial work to the underlying road structure is carried out prior to the laying of the binder or surface course</p>		
<p><u>Overlay</u> usually involves the laying of a new surface course (40 – 50mm thick) over the existing road. As the constructed road depth is effectively being increased, there is a notional increase in road strength as well. Not all sites are suitable for overlay. This is especially true in urban areas where the increase in road level would have implications relating to kerb face and effects on adjacent properties.</p>	7-15 years	£21.00
<p><u>Inlay</u> involves the removal of the existing road surface and sometimes all or parts of the binder course and it is replaced with new material. Therefore, the final surface level will be the same as the original albeit with improved surface regularity. As the overall construction depth is not increased, there is no real increase in road structure strength. Inlay is used where site constraints mean that an overlay is not possible.</p>	7-15 years	£ 21.00

SECTION 6: PLANNED MAINTENANCE METHODS (Cont'd)

<u>CARRIAGEWAY</u>	Life	Cost per sq m
<p><u>Retread</u></p> <p>This process typically recycles the top 75mm of road surface by scarifying the surface down to that depth, restoring the surface regularity by harrowing and adding additional aggregate where required before mixing with a bitumen emulsion binder. This is then compacted and surface dressed immediately. The advantage of the process is that it is environmentally friendly by reducing the quantities of primary aggregate used and it does not add to the load imposed on the underlying sub-grade. However, the result is not as strong as a newly resurfaced road and its use is currently restricted in Peterborough to fenland areas where the lack of additional loading to the weak underlying soil is important. Also the following year a retread scheme should be surface dressed, to ensure the council gets the maximum life from this process.</p>	7-10 years	£18.75
<p><u>Micro Asphalt</u></p> <p>Although this process has been around for several years, it is still being developed by specialist contractors. The material is a mixture of bitumen emulsion and small aggregate applied to the road surface, usually in 2 layers to a depth of 10 to 15mm. Its main use is to cover a surface course that is beginning to fail whilst having the ability to smooth out minor undulations. The process does not add any strength to the road. Any significant defects require attention through patching prior to the application of micro asphalt.</p>	7-10 years	£ 4.60
<p><u>Surface Dressing</u></p> <p>This process has been used to as a preventative means of maintenance for many years. The aim is to seal an existing road by applying a controlled rate of bitumen emulsion and then restore surface texture. Although the process sometimes has a negative image with the public due to loose chippings (present for a short time after the works), it is a very cost effective way of maintaining the integrity of a road structure, especially for rural routes. It significantly extends the life of the road before resurfacing or reconstruction works are required. The process does not add strength to a road nor does it remove any surface irregularity. Any significant defects require attention through patching works prior to the application of the surface dressing.</p>	7-10 years	£ 2.75

SECTION 6: PLANNED MAINTENANCE METHODS (Cont'd)

<u>FOOTWAYS / CYCLEWAYS</u>	Life	Cost per sq m
<p><u>Reconstruction</u></p> <p>This means the existing footway structure is removed and a totally new footway constructed. This technique will be generally used where the existing footway structure did not meet current standards or where a slabbed footway is being replaced with asphaltic concrete. Usually, construction depth for a new footway is 170 mm</p>	25 years	£38.00
<p><u>Resurfacing</u></p> <p>This method has traditionally been the most commonly used. It involves the removal of the existing surfacing material, usually to a depth of 70mm and resurfacing with new materials.</p>	25 years	£ 27.00
<p><u>Overlay</u></p> <p>On suitable sites, it is possible to overlay the surface of an existing footway with a new surface course. This method uses the existing structure for strength whilst restoring the surface regularity and visual appearance of the footway.</p>	15 years	£ 9.50
<p><u>Slurry Sealing</u></p> <p>This method is effective in sealing an existing footway where the surface course is beginning to fail. It involves the application of a thin layer of bitumen emulsion and fine aggregate. In addition to extending the life of a footway by preventing water ingress, it also provides a consistent colour and texture. If significant defects are present, they should be dealt with prior to the application of the slurry seal.</p>	6 years	£ 4.10
<p><u>Surface Dressing</u></p> <p>This is a similar process as surface dressing for carriageways. However, there is the possibility of using resin based binders that allow more control over the appearance of the final work. The process is not suited to urban footway use.</p>	5 years	£ 5.10

SECTION 6: PLANNED MAINTENANCE METHODS (Cont'd)



Figure 17 Church Street Werrington before Slab Replacement Scheme

This scheme was part of the ongoing Slab Replacement Programme



Figure 18 Church Street Werrington after Slab Replacement Scheme

SECTION 7: WINTER SERVICE

As the highway authority for the Peterborough area, Peterborough City Council has a duty under Section 41 of the Highways Act to “ensure so far as is reasonable practicable, that safe passage along a highway is not endangered by snow or ice”. There is also an additional duty under Section 150 of the act to remove from the highway.

Winter Service may be divided into two main types:

- **Precautionary:** This describes action taken by the authority to prevent the formation of a hazard such as frost or ice.
- **Reactive:** This describes action taken to remove a hazard that has already formed such as accumulations of snow or ice that have formed on the network.

The Council is responsible for over 882 km of highway. It is not practicable to treat the whole network; therefore, the council has adopted a reasoned policy to determine what streets will be treated.

The selection criteria for determining what sections of the network receive precautionary treatment are as follows:

- Principal roads (A roads that are not Trunk Roads);
- Roads carrying the heaviest commuter traffic;
- Roads linking centres of population;
- “B” and “C” class roads;
- Roads that link to treated routes within adjacent authorities;
- Heavily trafficked city centre pedestrian areas and footways;
- Pedestrian/Cycle routes passing over/under bridges/subways with steep inclines;
- Bus routes with a service interval 10 minutes or less

Full details of the Winter Service provided by the council, can be found in its Winter Service Operational Plan, which is held and reviewed annually by the Highway Asset Management Group.



Figure 19 Clearing snow from the Highway Network

Appendix 1: Highway Surveys

HIGHWAY SURVEYS

Principal Road BVPI's											Notes
BVPI	PCC Survey Strategy/Network Coverage	DfT Guidance (minimum survey coverage)	PCC Survey strategy equivalent or better than DfT guidance	Year of Survey	Report date	Figure	Rule set	Merge Method	Criteria	Comments	
96	Principal Roads / 100%			2000_2001							The BVPI figure has steadily fallen, although it should be noted that the figures cannot be compared on a like for like basis due to the survey techniques used and rule sets applied. The network condition seems to have plateaued at around 9%. The SCANNER figure has dramatically reduced due to the changes in the way the defects are weighted and the thresholds used to calculate the figures. In 2004/05 the figures were high nationally because these thresholds were set too low and minor defects triggered them. A review was undertaken and a new set of weightings and thresholds has subsequently been adopted.
96	Principal Roads / 100%			2001_2002							
96	Principal Roads / 100%			2002_2003							
96	Principal Roads / 100%	100% coverage annually	✓	2003_2004	06/11/2003	3.64%	RP3.0.2	Variable	CVI Survey		
96	Principal Roads / 100%	100% coverage annually	✓	2004_2005	05/05/2005	5.85%	RP5.01P1	Variable	CVI Survey		
96	Principal Roads / 100% in both direction annually		✓	2004_2005	07/04/2005	21.32%	RP5.01P1	Variable	TTS	First year of mechanical surveys on this category of road	
223	Principal Roads / 100% in both direction annually	100% coverage in one direction or 50% in both directions annually - reported over two years to give 100% coverage	✓	2005_2006	14/03/2006	8.00%	RP6.01	Variable	SCANNER	Rule set change dramatically affected figure	
223	Principal Roads / 100% in both direction annually	100% coverage in one direction or 50% in both directions annually - reported over two years to give 100% coverage	✓	2006_2007		5.00%	RP7.01	Variable	SCANNER		
223	Principal Roads / 100% in both direction annually	100% coverage in one direction or 50% in both directions annually - reported over two years to give 100% coverage	✓	2007_2008	18/02/2008	1.00%	RP8	Variable	SCANNER	Rule set change dramatically affected figure	
NI168	Principal Roads / 100% in both direction annually	100% coverage in both directions reported over two years	✓	2008_2009	28/03/2009	2.00%	RP8.01	Variable	SCANNER	BV 223 replaced by NI168	
NI168	Principal Roads / 100% in both direction annually	100% coverage in both directions reported over two years	✓	2009_2010	29/06/2010	2.00%	RP9.01	Variable	SCANNER		
NI168	Principal Roads / 100% in both direction annually	100% coverage in both directions reported over two years	✓	2010_2011	09/05/2011	2.00%	RP10.01	Variable	SCANNER		

Non Principal-Classified Road BVPI's											Notes
BVPI	PCC Survey Strategy/Network Coverage	DfT Guidance (minimum survey coverage)		Year of Survey	Report date	Figure	Rule set	Merge Method	Criteria	Comments	
97	Non Principal (Classified) / 100%			2000_2001							50% of the network is nominally sampled each year.
97	Non Principal (Classified) / 100%			2001_2002							
97a	Non Principal (Classified) / 100%			2002_2003							
97a	Non Principal (Classified) / 100%			2003_2004	06/11/2003	27.60%	RP3.0.2	Variable	CVI Survey		
97a	Non Principal (Classified) / 100%			2004_2005	05/05/2005	14.04%	RP5.01P1	Variable	CVI Survey	Rule set change dramatically affected figure	
97a	Non Principal (Classified) / 100%			2005_2006	26/06/2006	17.27%	RP6.01	Variable	CVI Survey	100% survey using CVI for historical comparison	
224a	Non Principal (Classified) / 100% in both directions for B roads and one direction for C Roads	100% coverage in one directions for B roads and at least 10% in one direction for C Roads - reported annually	✓	2005_2006		16.00%	RP7.01	Variable	SCANNER	First year of mechanical surveys on this category of road	
224a	Non Principal (Classified) / 100% in both directions for B roads and one direction for C Roads	100% coverage in one direction for B roads and 50% in one direction for C Roads - reported over two years	✓	2006_2007	19/04/2007	10.00%	RP7.01	Variable	SCANNER		
224a	Non Principal (Classified) / 100% in both directions for B roads and one direction for C Roads	100% coverage in one direction for B roads and 50% in one direction for C Roads - reported over two years	✓	2007_2008	18/02/2008	4.00%	RP8	Variable	SCANNER		
NI169	Non Principal (Classified) / 100% in both directions for B roads and one direction for C Roads	100% coverage in both directions for B roads and in one direction for C Roads reported over two years	✓	2008_2009	28/03/2009	5.00%	RP8.01	Variable	SCANNER	BV224a replaced by NI168	
NI169	Non Principal (Classified) / 100% in both directions for B roads and one direction for C Roads	100% coverage in both directions for B roads and in one direction for C Roads reported over two years	✓	2009_2010	29/06/2010	6.00%	RP9.01	Variable	SCANNER		
NI169	Non Principal (Classified) / 100% in both directions for B roads and one direction for C Roads	100% coverage in both directions for B roads and in one direction for C Roads reported over two years	✓	2010_2011	09/05/2011	7.00%	RP10.01	Variable	SCANNER		

Unclassified Road BVPI's											Notes
BVPI	PCC Survey Strategy/Network Coverage	DfT Guidance (minimum survey coverage)		Year of Survey	Report date	Figure	Rule set	Merge Method	Criteria	Comments	
97b	Non Principal (Unclassified) / 50% annually	25% annually - reported on current years data set only	✓	2002_2003	25/04/2003	22.96%	RP3.0.2	Variable	CVI Survey		50% of the network is nominally sampled each year.
97b	Non Principal (Unclassified) / 50% annually	25% annually - reported on current years data set only	✓	2003_2004	03/12/2003	16.73%	RP3.0.2	Variable	CVI Survey		
97b	Non Principal (Unclassified) / 100% annually	25% annually - reported on current years data set only	✓	2004_2005	05/05/2005	15.44%	RP5.01P1	Variable	CVI Survey		
224b	Non Principal (Unclassified) / 50% annually	25% annually - reported on current years data set only	✓	2005_2006	26/06/2006	17.67%	RP6.01	Variable	CVI Survey	New BVPI number and Rule Set this year. Data collection and reporting remain the same as previous years	
224b	Non Principal (Unclassified) / 50% annually	25% annually reported over 4 years to give 100% coverage	✓	2006_2007	10/04/2007	21.00%	RP7.01	Variable	CVI Survey	First year of 4 year reporting	
224b	Non Principal (Unclassified) / 50% annually	25% annually reported over 4 years to give 100% coverage	✓	2007_2008	05/02/2008	19.00%	RP8	Variable	CVI Survey	4 year reporting	
224b	Non Principal (Unclassified) / 50% annually	25% annually reported over 4 years to give 100% coverage	✓	2008_2009	10/03/2009	19.00%	RP8.01	Variable	CVI Survey		
224b	Non Principal (Unclassified) / 50% annually	25% annually reported over 4 years to give 100% coverage	✓	2009_2010	29/06/2010	19.00%	RP9.01	Variable	CVI Survey		
224b	Non Principal (Unclassified) / 50% annually	25% annually reported over 4 years to give 100% coverage	✓	2010_2011	09/05/2011	19.00%	RP10.01	Variable	CVI Survey		

Footway Based BVPI's											Notes
BVPI	PCC Survey Strategy/Network Coverage	DfT Guidance (minimum survey coverage)		Year of Survey	Report date	Figure	Rule set	Merge Method	Criteria	Comments	
187	Footways / 100% Annually	50% annually alternating each year	✓	2002_2003	29/09/2003	40.03%	RP3.0.2	Variable	DVI Survey		A new network and changes in the data collection guidance have seen a dramatic fall in the BVPI value. Subsequent surveys will determine the overall condition of the network.
187	Footways / 100% Annually	50% annually alternating each year	✓	2003_2004	23/02/2004	37.95%	RP4	Variable	DVI Survey		
187	Footways / 100% Annually	50% annually alternating each year	✓	2004_2005	05/05/2005	18.11%	RP5.01P1	Variable	DVI Survey		
187	Footways / 100% Annually	50% annually alternating each year	✓	2005_2006	24/03/2006	18.81%	RP6.01	Variable	DVI Survey		
187	Footways / 100% Annually	50% annually reported over 2 years to give 100% coverage	✓	2006_2007	24/04/2007	19.12%	RP7.01	Variable	DVI Survey		
187	Footways / 100% Annually	50% annually reported over 2 years to give 100% coverage	✓	2007_2008	18/02/2008	24.00%	RP8	Variable	DVI Survey		
187	Footways / 100% Annually	50% annually reported over 2 years to give 100% coverage	✓	2008_2009	10/03/2009	27.00%	RP8.01	Variable	DVI Survey		
187	Footways / 100% Annually	50% annually reported over 2 years to give 100% coverage	✓	2009_2010	02/07/2010	34.00%	RP9.01	Variable	DVI Survey		
187	Footways / 100% Annually	50% annually reported over 2 years to give 100% coverage	✓	2010_2011	13/06/2011	15.00%	RP10.01	Variable	DVI Survey		

Appendix 2: Forward Work Programmes (Carriageway and Footway)

TABLE 1

2011 / 12 Works				
Carriageway	Location	From	To	Description
	A1139 Fletton Pkwy	Junction 2	Junction 1(west bound lane 1)	Resurface Carriageway
	Willow Hall Lane	O/S bungalow		Reshape c/w to remove dangerous dip
	A15 Glington By-pass	Glington R/B	Railway Bridge	Place to Place Surfacing
	A1073	A47	Lincs C C bounary	Place to Place Surfacing
	Guntons Road	School Road	No. 51	Resurface Carriageway
	Ivatt Way	Hartwell Way	Gresley Way +R/B	Resurface Carriageway
	Fulbridge Road	Marlow Grove	Paston Lane	Place to Place Surfacing
	Bus route	Oundle Road	Pauls Grove	Resurface Carriageway
	Eyebury Road	High Street	30mph boundary	Resurface Carriageway
	Lincoln Road	Mountsteven Ave	Marne Road	Resurface Carriageway
	B1443 Thorney Rd	White Post Road	Peterborough Road	Place to Place Surfacing
	Taverners Road	Bourges Boulevard	Lincoln Road	Resurface Carriageway
	A605 Oundle Road	Sugar Way	Shrewsbury Avenue	Resurface Carriageway
	B1443 Bukehorn Road	B1040	The Reaches	Place to Place Surfacing
	Bretton Way	Junction 58	Junction 17	Resurface Carriageway
	Edgerley Drain Rd	Oxney Road R/B	Empson Road	Resurface Carriageway
	Bakewell Road	Southgate Way	Milnyard Square	Resurface Carriageway
	Southgate Way	Junction 17 (A1M)	Finmere Park	Resurface Carriageway
	A1139 Fletton Pkwy	Junction 1	West bound slip off	Resurface Carriageway
	Amberley Slope	Corfe Avenue	The Steynings	Resurface Carriageway
	Reeves Way Ph 2	Norman Road	North for 320m	Resurface Carriageway
	Alexandra Rd Ph 1	Waterloo Road	Oxford Road	Resurface Carriageway
	Windmill Street	Entire length		Resurface Carriageway
	Ledbury Road	Audley Gate	Wilton Drive	Resurface Carriageway
	Alma Road	Entire length	Reserve	Resurface Carriageway
	Lime Tree Avenue	Entire length	Reserve	Resurface Carriageway

TABLE 2

2011 / 12 Works				
Carriageway Surface Treatments	Location	From	To	Description
	B1040	Entire Length		Surface Dressing
	Lincoln Road	Entire Length		Surface Dressing
	Helpston Road	Entire Length		Surface Dressing
	Peakirk Road	Entire Length		Surface Dressing
	Werrington Bridge Road	Entire Length		Surface Dressing
	Wrights Drove	Entire Length		Surface Dressing
	Maxey Road	Entire Length		Surface Dressing
	Tallington Road	Entire Length		Surface Dressing
	Walcott Road	Entire Length		Surface Dressing
	Main Street	Entire Length		Surface Dressing
	Peterborough Road	Entire Length		Surface Dressing
	Yarwell Road	Entire Length		Surface Dressing
	Princes Gardens	Entire Length		Micro Asphalt
	Park Crescent	Entire Length		Micro Asphalt
	Garton End Road	Entire Length		Micro Asphalt
Chestnut Drive	Entire Length		Micro Asphalt	
Copper Beech Way	Entire Length		Micro Asphalt	
Storrington Way	Entire Length		Micro Asphalt	
Canterbury Road	Entire Length		Micro Asphalt	

TABLE 3

2011 / 12 Works				
Footway Slurry Seal	Location	From	To	Description
	Helpston Road	Entire Length		Footway slurry seal
	Welmore Road	Entire Length		Footway slurry seal
	Ashburn Close	Entire Length		Footway slurry seal
	Vergette Road	Entire Length		Footway slurry seal
	Walker Road	Entire Length		Footway slurry seal
	Scotts Road	Entire Length		Footway slurry seal
	Holmes Road	Entire Length		Footway slurry seal
	Neaverson Road	Entire Length		Footway slurry seal
	Grimshaw Road	Entire Length		Footway slurry seal
	Sallows Road	Entire Length		Footway slurry seal
	Chain Close	Entire Length		Footway slurry seal
	Little Close	Entire Length		Footway slurry seal
	The Crescent	Entire Length		Footway slurry seal
	New Road	Entire Length		Footway slurry seal
	Burmer Road	Entire Length		Footway slurry seal
	Belham Road	Entire Length		Footway slurry seal
	Thistle Moor Road	Entire Length		Footway slurry seal
	Stumpacre	Entire Length		Footway slurry seal
	Kirkmeadow	Entire Length		Footway slurry seal

TABLE 4

2011 / 12 Works				
Footway Re-Surfacing	Location	From	To	Description
		Clarence Road	Entire Length	
	Occupation Road	Entire Length		Resurface Footway
	Craig Street	Entire Length		Resurface Footway
	St Marks Street	Entire Length		Resurface Footway
	Church Walk	Entire Length		Resurface Footway
	Reeves Way	Eastfield Road	Bishops CI / Broad CI	Footway Slab Replacement
	Hill Close			
	Broad Close	Entire length		
	Bishops Close	Entire length		
	Chapel Street	Conneygree Road	No.48	Footway Slab Replacement
	Sherwood Avenue	Entire length		Footway Slab Replacement
	Stanford Walk	Entire length		Footway Slab Replacement
	Lyme Walk			
	Kirby Walk			
	Denham Walk			
	Cranford Drive	Atherstone Avenue	Bretton Gate	Footway Slab Replacement
	Dudley Avenue	Entire length		Footway Slab Replacement
	Rockingham Grove			
	Chestnut Avenue	Eastern Ave	Previous scheme	Footway Slab Replacement
	Chestnut Avenue	Cerris Roadt	Western Avenue	Footway Slab Replacement
	Arbury Close	Entire length		Footway Slab Replacement
	Walcott Walk	Entire length		Footway Slab Replacement
	Eastern Avenue	Newark Avenue	Eastern Close. (Eastside)	Footway Slab Replacement

Appendix 3: Annual SCRIM Survey Process

Annual SCRIM Survey Process

Programme of Survey Identification and Works

Task	Annual Timescale	Responsibility
Survey Data		
Order Survey	March/April	PCC/ATKINS
Contractor carry out early survey	May to Mid June	WDM (Survey contractor)
Contractor carry out middle survey	Mid June to mid August	
Contractor carry out late survey	Mid August to end of September	
Survey data supplied to ATKINS	End of October	
Process data and supply NRMCS figures	End of November	ATKINS
Display overlay plans for PCC	December	
Identification		
Identify all sections <ul style="list-style-type: none"> • Those that are at or below, IL with three or more, wet skid accidents in the previous three years 	January	PCC Engineer (Asset Management)/ ATKINS
Identify all sections already addresses in the next season's programme	Feb -March	
Consult Safety & Traffic Management Team as necessary to determine other minor safety improvements required	Feb -March	
Assess risk based on type and frequency of incident on any section or series of sections	Feb -March	
Include in Forward Works Programme	March - April	
Works		
Carry out temporary signing works	April – July	PCC/ATKINS
Carry out High Friction surfacing / surface treatment works if funding permits	May - Oct	
Carry out surfacing works if funding permits	April - March	

ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 8
22 MARCH 2012	Public Report

Report of the Solicitor to the Council

Report Author – Paulina Ford, Senior Governance Officer, Scrutiny

Contact Details – 01733 452508 or email paulina.ford@peterborough.gov.uk

FORWARD PLAN OF KEY DECISIONS

1. PURPOSE

- 1.1 This is a regular report to the Environment Capital Scrutiny Committee outlining the content of the Council's Forward Plan.

2. RECOMMENDATIONS

- 2.1 That the Committee identifies any relevant items for inclusion within their work programme.

3. BACKGROUND

- 3.1 The latest version of the Forward Plan is attached at Appendix 1. The Plan contains those key decisions, which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) will be making over the next four months.
- 3.2 The information in the Forward Plan provides the Committee with the opportunity of considering whether it wishes to seek to influence any of these key decisions, or to request further information.
- 3.3 If the Committee wished to examine any of the key decisions, consideration would need to be given as to how this could be accommodated within the work programme.
- 3.4 A new version of the Forward Plan will be issued on 16 March and copies will be tabled at the meeting.

4. CONSULTATION

- 4.1 Details of any consultation on individual decisions are contained within the Forward Plan.

5. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

None

6. APPENDICES

Appendix 1 – Forward Plan of Executive Decisions

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**PETERBOROUGH CITY
COUNCIL'S FORWARD PLAN
1 MARCH 2012 TO 30 JUNE 2012**



FORWARD PLAN OF KEY DECISIONS - 1 MARCH 2012 TO 30 JUNE 2012

During the period from 1 March 2012 To 30 June 2012 Peterborough City Council's Executive intends to take 'key decisions' on the issues set out below. Key decisions relate to those executive decisions which are likely to result in the Council spending or saving money in excess of £500,000 and/or have a significant impact on two or more wards in Peterborough.

This Forward Plan should be seen as an outline of the proposed decisions and it will be updated on a monthly basis. The dates detailed within the Plan are subject to change and those items amended or identified for decision more than one month in advance will be carried over to forthcoming plans. Each new plan supersedes the previous plan. Any questions on specific issues included on the Plan should be included on the form which appears at the back of the Plan and submitted to Alex Daynes, Senior Governance Officer, Chief Executive's Department, Town Hall, Bridge Street, PE1 1HG (fax 01733 452483). Alternatively, you can submit your views via e-mail to alexander.daynes@peterborough.gov.uk or by telephone on 01733 452447.

The Council invites members of the public to attend any of the meetings at which these decisions will be discussed and the papers listed on the Plan can be viewed free of charge although there will be a postage and photocopying charge for any copies made. All decisions will be posted on the Council's website: www.peterborough.gov.uk. If you wish to make comments or representations regarding the 'key decisions' outlined in this Plan, please submit them to the Governance Support Officer using the form attached. For your information, the contact details for the Council's various service departments are incorporated within this plan.

NEW ITEMS THIS MONTH:

Award of a Framework for Temporary Staff for Children's Services - KEY/04MAR/12
Section 75 Agreement with NHS Peterborough for Drugs and Alcohol Services - KEY/05MAR/12
Award of Framework for Supply of Utilities - KEY/06MAR/12
Supporting People - Specific Grant Agreements for Accommodation Based Housing Related Support - KEY/07MAR/12
Extension to various Highways Related Contracts to July 2013 - KEY/08MAR/12
Organic and Food Waste Treatment Services Contract - KEY/01MAY/12

MARCH							
KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	RELEVANT SCRUTINY COMMITTEE	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS	
<p>Delivery of the Council's Capital Receipt Programme through the Sale of Land and Buildings - Vawser Lodge Thorpe Road - KEY/04DEC/10</p> <p>To authorise the Chief Executive, in consultation with the Solicitor to the Council, Executive Director – Strategic Resources, the Corporate Property Officer and the Cabinet Member Resources, to negotiate and conclude the sale of Vawser Lodge</p>	March 2012	Cabinet Member for Resources	Sustainable Growth	Consultation will take place with the Cabinet Member, Ward councillors, relevant internal departments & external stakeholders as appropriate	<p>Andrew Edwards Head of Peterborough Delivery Partnership Tel: 01733 452303 andrew.edwards@peterborough.gov.uk</p>	A public report will be available from the governance team one week before the decision is taken	
<p>Energy Services Company - KEY/03JUL/11</p> <p>To consider potential future developments of energy related products.</p>	March 2012	Cabinet Member for Environment Capital, Cabinet Member for Resources	Environment Capital	Internal and External Stakeholders	<p>John Harrison Executive Director-Strategic Resources Tel: 01733 452398 john.harrison@peterborough.gov.uk</p>	A public report will be available from the Governance Team one week before the decision is taken.	

<p>Sale of surplus former residential care home - Eye - KEY/01OCT/11 To authorise the Chief Executive, in consultation with the Solicitor to the Council, Executive Director – Strategic Resources, the Corporate Property Officer and the Cabinet Member for Resources, to negotiate and conclude the sale of a former care home now surplus to requirement - The Croft, Eye.</p>	<p>March 2012</p>	<p>Cabinet Member for Resources</p>	<p>Sustainable Growth</p>	<p>Consultation will take place with the Cabinet Member, & Ward councillors, as appropriate</p>	<p>Simon Webber Capital Receipts Officer Tel: 01733 384545 simon.webber@peterborough.gov.uk</p>	<p>A public report will be available from the Governance team one week before the decision is taken.</p>
<p>Section 75 agreement with Cambridge and Peterborough Foundation Trust - KEY/03OCT/11 To approve the section 75 agreement with CPFT for the provision of mental health services.</p>	<p>March 2012</p>	<p>Cabinet Member for Adult Social Care</p>	<p>Health Issues</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Terry Rich Executive Director Adult Social Services (interim) Tel: 01733 758444 terry.rich@peterboroughpct.nhs.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Hampton Community School - KEY/07OCT/11 To vary the Ormiston Bushfield Academy (OBA) Design and Build Contract with Kier Eastern to allow for the design and build of Hampton Community School.</p>	<p>March 2012</p>	<p>Cabinet Member for Education, Skills and University, Cabinet Member for Resources</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Public, ward councillors and internal departments</p>	<p>Brian Howard Programme Manager - Secondary Schools Development Tel: 01733 863976 brian.howard@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken</p>

<p>Peterborough's Transport Partnership Policy for pupils aged 4-16 years - KEY/01NOV/11 To approve the new policy for September 2012.</p>	<p>March 2012</p>	<p>Cabinet Member for Education, Skills and University</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Internal and public consultation</p>	<p>Isabel Clark Head of Assets and School Place Planning Tel: 01733 863914 isabel.clark@peterborough.gov.uk</p>	<p>A public report will be available from the Governance team one week before the decision is taken.</p>
<p>Children's Centres Commissioning - KEY/04/NOV/11 To approve the award of contracts for the management and operation of 12 Children Centres in Peterborough.</p>	<p>March 2012</p>	<p>Cabinet Member for Children's Services</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Providers, Councillors, Staff,</p>	<p>Pam Setterfield Assistant Head of Children & Families Services (0-13) Tel: 01733 863897 pam.setterfield@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Traffic Signals LED Project - award of contract - KEY/03SEP/11 Contract to replace all traffic signal head lamps in Peterborough with LED Heads.</p>	<p>March 2012</p>	<p>Cabinet Member for Housing, Neighbourhoods and Planning</p>	<p>Environment Capital</p>	<p>Internal and external stakeholders as appropriate</p>	<p>Amy Wardell Team Manager - Passenger Transport Projects Tel: 01733 317481 amy.wardell@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

<p>City of Peterborough Academy – Free School Academy and free special school - KEY/03JAN/12 To procure a design and build contractor to carry out remodelling and refurbishment works to the existing school buildings and design and build a new special school building at the former Hereward Community College site, Reeves Way</p>	<p>March 2012</p>	<p>Cabinet Member for Education, Skills and University, Cabinet Member for Resources</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Ward Councillors and local residents.</p>	<p>Brian Howard Programme Manager - Secondary Schools Development Tel: 01733 863976 brian.howard@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Cowgate Enhancement Scheme - KEY/05JAN/12 To award the contract to undertake engineering works as part of the Cowgate Enhancement Scheme.</p>	<p>March 2012</p>	<p>Leader of the Council and Cabinet Member for Growth, Strategic Planning, Economic Development and Business Engagement</p>	<p>Sustainable Growth / Strong and Supportive Communities</p>	<p>Relevant internal and external stakeholders</p>	<p>Stuart Mounfield Senior Engineer Tel: 01733 453598 stuart.mounfield@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Local Broadband Plan - KEY/06JAN/12 To approve the Local Broadband Plan for Peterborough and Cambridgeshire to release funding for Superfast Broadband.</p>	<p>March 2012</p>	<p>Cabinet Member for Resources</p>	<p>Sustainable Growth</p>	<p>Relevant internal and external stakeholders.</p>	<p>Heather Darwin Head of Service Improvement Tel: 01733 452495 heather.darwin@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

<p>Eye C of E Primary School Extension - KEY/02FEB/12 Award of contract for 3 additional classrooms and an additional staffroom with refurbishment of reception area.</p>	<p>March 2012</p>	<p>Cabinet Member for Education, Skills and University</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Relevant Internal and External Stakeholders.</p>	<p>Sharon Bishop Assets Officer Tel: 01733 863997 sharon.bishop@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>All Saints Junior School - Extension of Age Range - KEY/03FEB/12 To commission a new all through Voluntary Aided Primary School to enable the extension of the age range of All Saints Junior School.</p>	<p>March 2012</p>	<p>Cabinet Member for Education, Skills and University</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Relevant internal stakeholders as appropriate.</p>	<p>Alison Chambers Principal Assets Officer (Schools) Tel: 01733 863975 alison.chambers@peterborough.gov.uk</p>	<p>A public report will be available from the Governance team one week before the decision is taken.</p>
<p>Single Equality Scheme - KEY/02SEP/11 To approve the Single Equality Scheme.</p>	<p>March 2012</p>	<p>Cabinet</p>	<p>Creating Opportunities and Tackling Inequalities.</p>	<p>Public consultation via stakeholders and partnerships.</p>	<p>Paul Phillipson Executive Director Operations Tel: 01733 453455 paul.phillipson@peterborough.gov.uk</p>	<p>A public report will be available from the governance team one week before the decision is taken.</p>

<p>Local Transport Plan Capital Programme of Works (CPW) 2012/13 - KEY/01MAR/12 To approve the Capital Programme of Works for financial year 2012/13.</p>	<p>March 2012</p>	<p>Cabinet Member for Housing, Neighbourhoods and Planning</p>	<p>Sustainable Growth</p>	<p>Neighbourhood Committees, internal and external stakeholders.</p>	<p>Michael Stevenson Project Engineer Tel: 01733 317473 michael.stevenson@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Statement of Community Involvement (including Neighbourhood Planning guidance) - draft - KEY/02MAR/12 To approve the draft Statement of Community Involvement (including Neighbourhood Planning guidance) for public consultation.</p>	<p>March 2012</p>	<p>Cabinet</p>	<p>Sustainable Growth</p>	<p>Internal and external as appropriate.</p>	<p>Richard Kay Policy and Strategy Manager richard.kay@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Award of a Framework for Temporary Staff for Children's Services - KEY/04MAR/12 To expand the current framework for temporary staff to support Children's Services improvement following the ofsted inspection.</p>	<p>March 2012</p>	<p>Cabinet Member for Community Cohesion and Safety</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Internal and external stakeholders as appropriate including social care staff.</p>	<p>Oliver Hayward Commissioning Officer - Aiming High Tel: 01733 863910 oliver.hayward@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

<p>Section 75 Agreement with NHS Peterborough for Drugs and Alcohol Services - KEY/05MAR/12 To approve the 75 agreement with NHS Peterborough for the transfer of funds for the provision of Adult drugs and alcohol services.</p>	<p>March 2012</p>	<p>Cabinet Member for Community Cohesion and Safety</p>	<p>Health Issues</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Adrian Chapman Head of Neighbourhood Services Tel: 01733 863887 adrian.chapman@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Award of Framework for Supply of Utilities - KEY/06MAR/12 Enter into a framework agreement with Government Procurement Service for the supply of utilities to council properties.</p>	<p>March 2012</p>	<p>Cabinet Member for Resources</p>	<p>Sustainable Growth</p>	<p>Internal and external stakeholders</p>	<p>Andrew Cox Senior Category Manager andy.cox@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Supporting People - Specific Grant Agreements for Accommodation Based Housing Related Support - KEY/07MAR/12 Award of specific grant agreements for the continued provision of accommodation based housing related support funded by the Supporting People programme.</p>	<p>March 2012</p>	<p>Cabinet Member for Housing, Neighbourhoods and Planning</p>	<p>Strong and Supportive Communities</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Sharon Malia Housing Programmes Manager Tel: 01733 863764 sharon.malia@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

<p>Extension to various Highways Related Contracts to July 2013 - KEY/08MAR/12 To extend the existing Highways Maintenance, Professional Services, Street Lighting and Gully Cleansing Contracts until July 2013 pending the review of alternative procurement options.</p>	<p>March 2012</p>	<p>Cabinet Member for Resources</p>	<p>Sustainable Growth</p>	<p>Consultation with senior officers has been undertaken including the Director of Operations and Head of Business Transformation.</p>	<p>Simon Machen Head of Planning, Transport and Engineering Services Tel: 01733 453475 simon.machen@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
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APRIL						
KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	RELEVANT SCRUTINY COMMITTEE	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS
<p>Award of Contract - Bus Shelter Provision and Maintenance - KEY/01APR/12 Award of contract for the provision, installation, cleaning and maintenance of Bus Shelters.</p>	<p>April 2012</p>	<p>Cabinet Member for Housing, Neighbourhoods and Planning</p>	<p>Sustainable Growth</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Darren Deadman Travel Information and Monitoring Officer Tel: 01733 317464 darren.deadman@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

<p>Award of Transport Contracts - KEY/02APR/12 To award contracts for Mainstream, Special Educational Needs, Children in Social Care and Public Transport.</p>	<p>April 2012</p>	<p>Cabinet Member for Education, Skills and University, Cabinet Member for Housing, Neighbourhoods and Planning</p>	<p>Sustainable Growth</p>	<p>Internal departments as appropriate.</p>	<p>Cathy Summers Team Manager - Passenger Transport Contracts and Planning Tel: 01733 317463 cathy.summers@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
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MAY						
KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	RELEVANT SCRUTINY COMMITTEE	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS
Organic and Food Waste Treatment Services Contract - KEY/01MAY/12 To Award a contract for Organic and Food Waste Treatment Services.	May 2012	Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning	Sustainable Growth	Internal and external stakeholders as appropriate.	Amy Nebel Recycling Contracts Officer Tel: 01733 864727 amy.nebel@peterborough.gov.uk	A public report will be available from the Governance Team on week before the decision is taken.

JUNE
There are currently no Key Decisions scheduled for June.

CHIEF EXECUTIVE'S DEPARTMENT Town Hall, Bridge Street, Peterborough, PE1 1HG

Communications
Strategic Growth and Development Services
Legal and Democratic Services
Policy and Research
Economic and Community Regeneration
HR Business Relations, Training & Development, Occupational Health & Reward & Policy

STRATEGIC RESOURCES DEPARTMENT Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Finance
Internal Audit
Information Communications Technology (ICT)
Business Transformation
Strategic Improvement
Strategic Property
Waste
Customer Services
Business Support
Shared Transactional Services
Cultural Trust Client

CHILDRENS' SERVICES DEPARTMENT Bayard Place, Broadway, PE1 1FB

Safeguarding, Family & Communities
Education & Resources
Children's Community Health

OPERATIONS DEPARTMENT Bridge House, Town Bridge, PE1 1HB

Planning Transport & Engineering (Development Management, Construction & Compliance, Infrastructure Planning & Delivery, Network Management)
Commercial Operations (Resilience, Strategic Parking and Commercial CCTV, City Centre, Markets & Commercial Trading, Passenger Transport)
Neighbourhoods (Strategic Regulatory Services, Safer Peterborough, Strategic Housing, Cohesion, Social Inclusion)
Operations Business Support (Finance)
Planning Transport & Engineering (Development Management, Construction & Compliance, Infrastructure Planning & Delivery, Network Management)